RIP:
Earl Flanders
J.C. Agajanian

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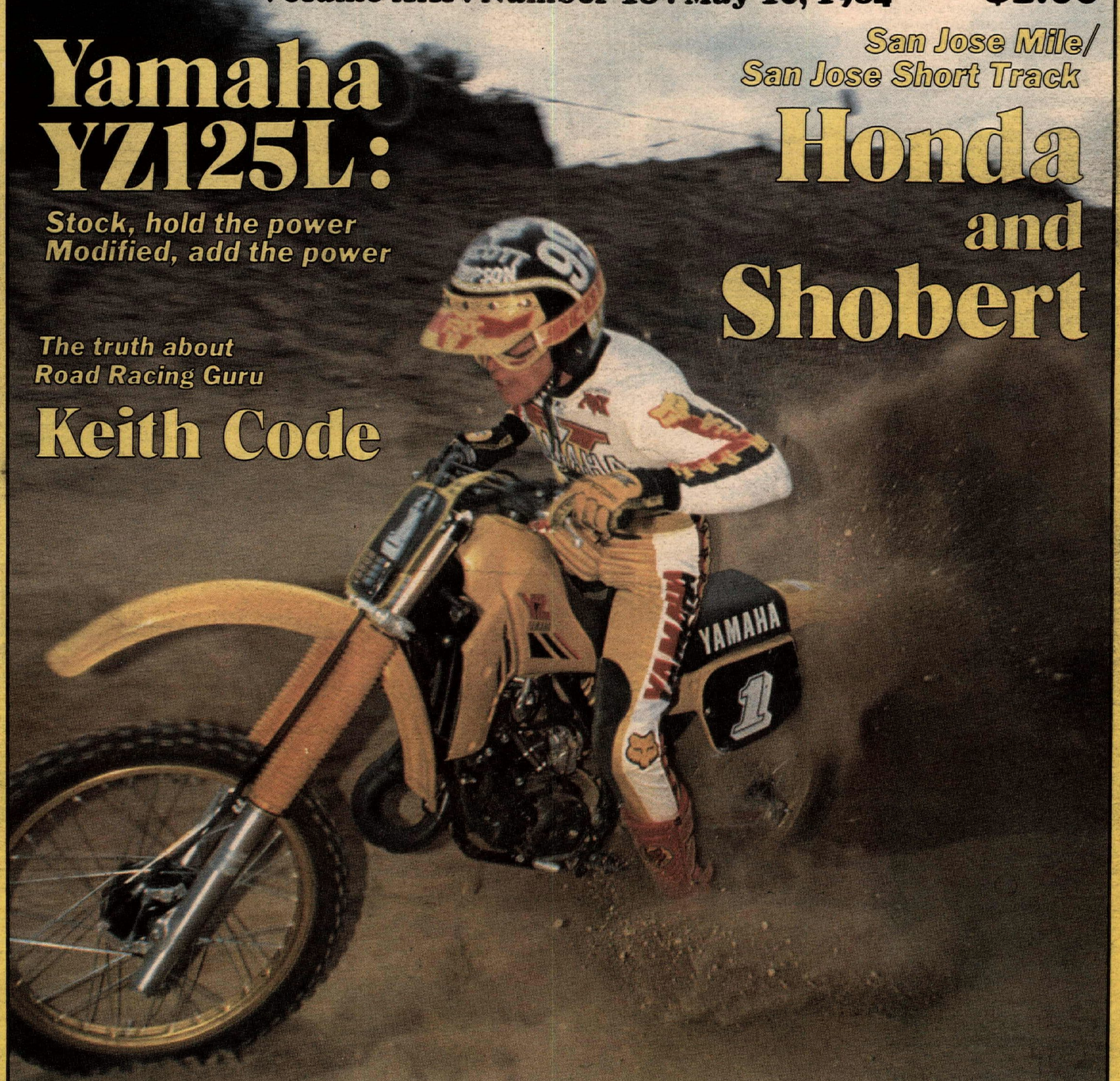


Yamaha YZ125L:

Stock, hold the power
Modified, add the power

San Jose Mile/
San Jose Short Track

Honda and Shobert

The truth about
Road Racing Guru

Keith Code

Oklahoma ISDE Qualifier; World Championship 125cc, 250cc, 500cc motocross, U.S. vs. U.K. Speedway Races; Eddie Lawson wins Spanish Grand Prix

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

Team Marlboro Yamaha's Eddie Lawson won the May 6 Spanish GP which is on the Jarama circuit near Madrid. Lawson's margin of victory over runner-up Randy Mamola (Hon) was 27 seconds. Finishing third was Frenchman Raymond Roche (Hon). Defending World Champion Freddie Spencer did not compete due to a foot injury suffered in the recent Match Races in England. Lawson now leads Roche in the 500cc GP point standings, 42 to 32. Spencer is third with 15, while Barry Sheene (Suz) and Boet Van Dulmen (Suz) are tied for fourth with 14 points each.

Spaniard Sieto Pons (Yam) won the 250cc GP at Jarama over Frenchman Christian Sarron (Yam). Pons leads the point standings over Sarron, 25 to 24. American Wayne Rainey (Yam) finished 10th after qualifying 7th fastest.

Former World Champion Andre Malherbe (Hon) swept the May 5 Spanish round of the World Championship 500cc MX Series. Eric Geboers (Hon) was second overall with a 2-3 day, while David Thorpe (Hon) was third on the day with 4-2 moto performances. American Danny LaPorte was sixth overall with a 6-7 score. Point leader Georges Jobe (Kaw) was fifth overall with a 5-4 tally.

Jo Martens (Hus) turned in 6-1 moto finishes to win the May 6 Yugoslavian round of the World Championship 250cc MX Series. Jeremy Whatley (Suz) was second overall with a 5-3 score, while Gert van Doorn (Suz) was third overall with 7-4 moto finishes. Van Doorn now leads Heinz Kinigadner (KTM) in the point standings, 76 to 70. Kinigadner finished second in the first moto, but DNF the second. Marc Velkeneers (Gil), who won the opening moto and DNF the second, is third in the point standings with 67.

Carroll Chandler, the AMA professional MX and hillclimb manager was fired on Friday, May 4.

Husqvarna's enduro team will be at Sun River Cycles, 11257 Coloma Rd., in Rancho Cordova, CA., on May 18, between 2:00 and 8:00 p.m. to answer questions on bike prep and riding techniques.

Wrangler will pay the top points scorer in the 1984 Wrangler Supercross Series $40,000. Last year the top scorer won $30,000. This year's second-place man gets $20,000 with $12,000 going to third and $10,000 to fourth. The point fund totals $125,000 and pays off to the 15th man, who gets $1400.

Italian Giuseppe Andreani (Apr) won overall at the May 6 Austrian round of the World Championship 125cc MX Series with 2-1 moto finishes. Dutchman Kees van der Veen (KTM) was second overall with a 1-3 day, while Frenchman Alain Lejeune (Suz) was third overall with a 3-4 score. Van der Ven now tops the point standings with 122, followed by Davey Strijbos (Hon) at 103. Strijbos failed to finish in the top 10 in either moto.

How far a nickel can be stretched could mean $2000 to a rider this summer. The annual Craig Vetter Fuel Economy Run will be held the weekend of the AMA/Camel Pro Series road races at Laguna Seca July 21-22. The top 12 motorcycles in both "Open" (streamliners, etc.) and "Real Motorcycle" (over-650cc, multi-cylinder, with passenger) classes will qualify for the nickel race at the track on Sunday. The nickel race will feature "real world" speeds (55mph) and the pilot of the last machine left running in each class will pocket a cool $2000. For details and a 1984 rulebook, write to Vetter Design Works, #1 Alta Mira Lane, San Luis Obispo, CA 93401, 805/541-3330.

In lieu of flowers, mourners wishing to remember Earl Flanders are asked to donate to the American Cancer Society in his name. Cards and letters may be sent to his widow, Lucile Flanders, 280 W. Carter, Sierra Madre, CA 91024.

HosPITal STOP: Novice motocrosser Michael Kennedy, 21, was injured in an Indian Dunes motocross April 8, and remains hospitalized in critical condition at Kaiser Permanente Hospital in Panorama City, California. Cards and letters may be sent to his home address of 14436 Vase St., Van Nuys, CA 91405.

HosPITal STOP: Bob Bakker, 47, a British motocycle enthusiast and Dinosaur Association racer, is at home recuperating from broken ribs and a concussion suffered in the April 29 Triumph Hare Scrambles. "Old bones heal slowly, but he is recovering nicely," said his wife, Linda.

The AMA Western Region Dirt Track Championship tourist trophy event scheduled for May 27 at Castle Rock Fairgrounds in Washington has been cancelled from this year's schedule.

HosPITal STOP: AFM Formula Singles Champion Carl Foster, 50, flipped his Can-Am going into Sears Point's turn 11, breaking a leg, collarbone and wrist. He'll be at Kaiser Permanente Medical Center, Room 504B, 2425 Geary St., San Francisco, CA 94118, for a few weeks.

T&O Yamaha in Lomita, California, will be celebrating its 20th anniversary this July. And they'll be celebrating with a new owner. Bob Klee, general manager of T&O for the past three years, has purchased the shop. In the '70s they were one of the top five Yamaha dealers in the U.S.

Tony DiStefano was the first privateer to lead the point standings in a National motocross class. Tony D did it in 1974, leading the second through seventh rounds of the 500cc National Championship, riding a CZ. Slowed by a broken thumb, DiStefano lost the title to Jim Weinert, who won the final four events of the series. That was in DiStefano's ultimate privateer days, sleeping in his van, Hotel Dodge. In 1975, 1976 and 1977 DiStefano rode a works Suzuki to the National 250cc Championship. He now teaches a motocross school with two-day sessions around the country, and rides Husqvarnas. We were in error in an earlier statement that Team Tamm's Alan King was the first privateer to lead the National MX point standings.

Oops! In last week's edition, there needs to be a change in the Insport/Wrangler Supercross Series overall points standings after the Pontiac event. Mark Barnett has 240 points and should be sixth instead of fourth, while David Bailey should be fourth instead of sixth with 263 points.

Former Grand National Champion Gary Scott (H-D) won the Expert main event at the April 29 Springfield (Ohio) Half Mile. Jon Cornwell (H-D) and Bryan Hardin (H-D) finished 2-3. George Roeder (H-D) won the Junior final over Don Estep (W-R), while Greg Gatliff (C-A) topped the Novices.

Owners of bikes manufactured between 1900 and 1974 will be given the opportunity to race them on the streets of Steamboat Springs, Colorado, on September 15. Run in conjunction with the Mountain Roadracing Association's sprint racing program which takes place on Sunday, September 16, the "Vintage Saturday" will be hosted by the Old Crock's Racing Association. For info and an entry blank listing the many, many classes to be run, write: OCRA, 2500 Louisiana NE, #513, Albuquerque, NM 87110 (Phone: 505/281-3083).

Bob Hannah, winner of the Saturday portion of the Pontiac Supercross doubleheader, showed up in the Silverdome sporting sponsorship from TDK audio tapes. "I'm hoping to build a good relationship with TDK through Supercross," Hannah said, "then carry the sponsorship over into sports car racing two years down the road." Does that mean the "Hurricane" will abandon two-wheeled racing? Hannah hasn't decided.

Since his split with Team Honda, MX trainer Jeff Spencer has been working with Mark Barnett, Ricky Johnson and Jeff Ward. "I've really been quite busy and want to stay involved with motocross," Spencer said. "I've also been working with bicyclists in training for the summer Olympic games, as well as with BMX riders."

Yamaha's Keith Bowen celebrated his 18th birthday in style at Pontiac. During pre-race interviews before Saturday's race, Bowen was presented a birthday cake by teammate Ricky Johnson. We passed up a piece of the cake, however, since Johnson smashed the cake against Bowen's body seconds after it was brought out.

Donnie Cantaloupi is Team Tamm's newest addition. "They approached me and wanted me to ride for them in the 500cc National MX events," Cantaloupi said. "I accepted their offer, but I'm having a bit of trouble adapting to the Honda machines after riding Yamahas for so long." Cantaloupi will also ride Supercross races for Team Tamm.

Johnny O'Mara sported a freshly-grown moustache at Pontiac. The new look didn't slow O'Mara down — he romped to the win on Sunday.

Among the spectators at Pontiac was National Enduro Champion Mike Melton. "I decided not to ride the Tulsa ISDE Qualifier after all," Melton said, "so I could get my bikes in shape for the National Enduro in Indiana (May 6). There are still two ISDE Qualifiers left on the schedule, and I'll probably compete in those."

Bob Hannah's win at Pontiac was his 68th Supercross/National MX victory.

Kerker has posted contingency money for AMA Superbike road races and AMA/Dragbike Pro E.T. drag races. Any privateer finishing in the top five in the Superbike class will win $300 if he uses a Kerker exhaust system. Winning an AMA/Dragbike Pro E.T. championship will pay $1000 if the rider uses a Kerker system.

Kurt Bickel has been named the Jon Woo Memorial Safety Project rider rep for the May 19-20 AMA Pro-Am race at Sears Point Raceway.

The RG500 featured last week has a displacement of 494cc, not 499cc as reported. The reported bore and stroke, 54 x 54mm, was correct.

Though 199 days remain before the event, AMA District 37 is gearing up for the 1984 Barstow to Vegas Hare & Hound. Specifically, D-37 is looking for telephone answering machines, new or used, loaned or donated. Anyone who can help is asked to call Dana Bell at 213/438-4435.

Going out in style: Harley-Davidson has announced that this is the final year of production for the venerable FLH Electra Glide tourer, the last of the iron-barreled 1340cc V-twins. Harley will build 920 Special Edition FLHX machines as a tribute to the model first introduced in 1965. Special paint, trim and nameplates highlight the Special Edition models.

R.J. Reynolds Tobacco Company, sponsors of the AMA Grand National Championship/Camel Pro Series, is backing construction of a spectator bridge to be built at Sears Point International Raceway. The bridge, which is scheduled for completion in early August, will link the spectator island between turn 10 and the start/finish line, with the track's paddock area.

Harley-Davidson finishes one-lap rally. But whatta lap. The Cannonball One-Lap of America Rally hit all four corners of the U.S. for a total distance of 8705 miles. Seven days (168 hours) were allotted to complete the distance, and a Harley-Davidson FXRT Sport Glide crossed the Darien, Connecticut, finish line at 10:14 p.m. April 23, exactly 168 hours after it started there. H-D employees Ed Michaels, Hal Gottsacker, Rick Jones and Gerry Knackert shared the riding duties, with one rider on the bike and the other three in a chase van. The sole motorcycle among the 76 entries, the Harley-Davidson averaged 52.3 mph and consumed 153.6 gallons of gas for an average of 56.7 mpg, according to Harley.

Russ Darnell called, and after asking, "When are you going to get those creaky old bones out to a motocross school?" asked Papa to relay a message. There are a few spots open on Darnell's "Americross Tour," a 12-week motocross tour/training epic that "only the strong will survive." The tour begins June 8 and ends August 31. Those interested can contact Darnell at 714/980-3212.

MOTORCYCLE INDUSTRY CHANGES

Hired Paul Gordon, 32, by Ziff-Davis Publishing, to be Feature Editor of Cycle magazine. Formerly Associate Editor of Cycle Guide (for three months) and Associate Editor of Motorcyclist (for 12 months).

Gone Direct Jones Optical Co., manufacturer of goggles, eliminating distributor sales and warehousing by selling directly to motorcycle dealers, effective May 1.

Quit Motorcyclist after seven years, Senior Editor Ken Vreeke, 26, to become Executive Editor of Cycle World.

Wadded A 1984 Yamaha FJ1100 by Ken Vreeke, in the Motorcyclist magazine driveway, during a comparison test. Other machines tested (and not crashed) include a Honda VF1000F Interceptor, a Suzuki GS1150, and a Kawasaki Ninja. Fastest two at the dragstrip were the Suzuki and the Yamaha, in that order.

Resigned Wayne Harper, 37, the vice-president position at Wheelsport Distributing's southern division to pursue a personal interest in the computer industry.

Wadded A 1984 Yamaha RZ350, April 22, by Brent Ross, 24, at Sears Point Raceway during an AFM road race, as part of a Motorcyclist magazine road test.

Married Dirt tracker Jim Filice, 21, and Jamie Matthews, 19, April 28 in Modesto, California.

Born Summer Christine Parker, April 24, to Don Parker, 28, editor of Black Biker magazine, and wife Jackie.

Quit Road Rider Magazine after three years, technical editor Jim Wolcott, 27, to freelance, citing differences with editor Bob Carpenter.

Laid Off from Road Rider after six years, Sue Rodengen, 34, associate editor for three months, before that copy editor, office manager, circulation clerk, receptionist.

Laid Off Rex Reese, 32, by McMullen Publishing after 90 days as associate editor of Hot Bike magazine.

Californian Dave Busby took his Yamaha TZ250L out of the crate and qualified 34th at the Spanish Grand Prix, but was not allowed to start the race due to political complications. Busby's Yamaha was impounded by race officials with no explanation. It seems that Busby pre-entered on a Kobas, but had the Yamaha shipped over due to problems encountered with the Kobas. Now he's in Europe with no start for the next Grand Prix. Tuning for Busby is Bob Work.

An educational film about safe motorcycle riding produced by the Northern Illinois University's Division of Communication Services has won an Honorable Mention Award from the National Education Film Festival in Oakland, CA. The film was produced in conjunction with the Motorcycle Safety Program in N.I.U.'s College of Continuing Education, runs 17 minutes, and is available in 16mm and ½"-inch and ¾"-inch videotape. More information is available from the Office of Public information, Northern Illinois University, DeKalb, IL.

The Viewfinders M.C. annual trophy presentations will be held at the Howard Johnson's in Monrovia, California on May 18. Located just off the 210 Freeway, the bash boasts a live band, two bars, and a trophy girl compliments of Malcolm Smith. The gates open at 7 p.m., with the presentations starting at 7:30.

HosPITal STOP: Long time desert ace and current SCORE Class 38 participant Dave Miller crashed while competing in the Arizona Desert Racing Association's Loma 125 on April 28. A veteran of over 60 ADRA finishes, Miller was knocked unconscious from his fall. He has been hospitalized in Good Samaritan Hospital in the Phoenix area since the accident, but as of press time, has not regained consciousness. Doctors said that since he has passed the 72-hour mark and has complete mobility, Miller is past the crisis stage and has been moved out of intensive care. Well-wishers can send cards to: 6215 Joan De Arc, Scottsdale, Arizona 85254.

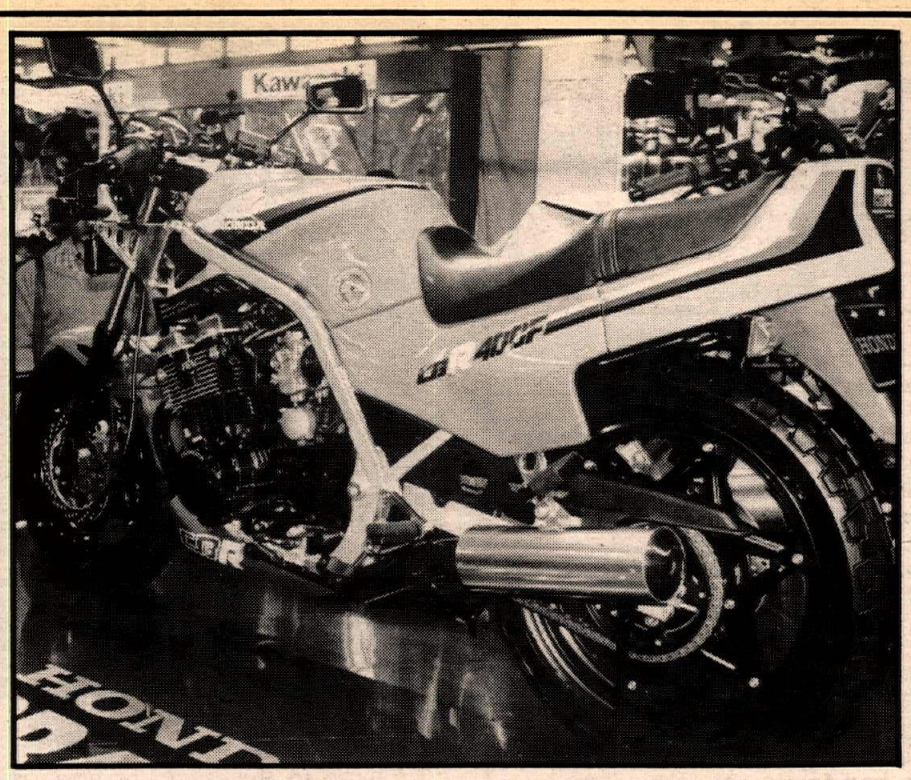
AMA District 38 named El Centro's Todd Kennedy as its Racer of the Month for April. Kennedy, who competes on a Yamaha YZ250 sponsored by Imperial Valley Cycle Center, scored overall wins in D-38 races on April 1 and April 22. He backed that up with a 250cc class win on April 15.

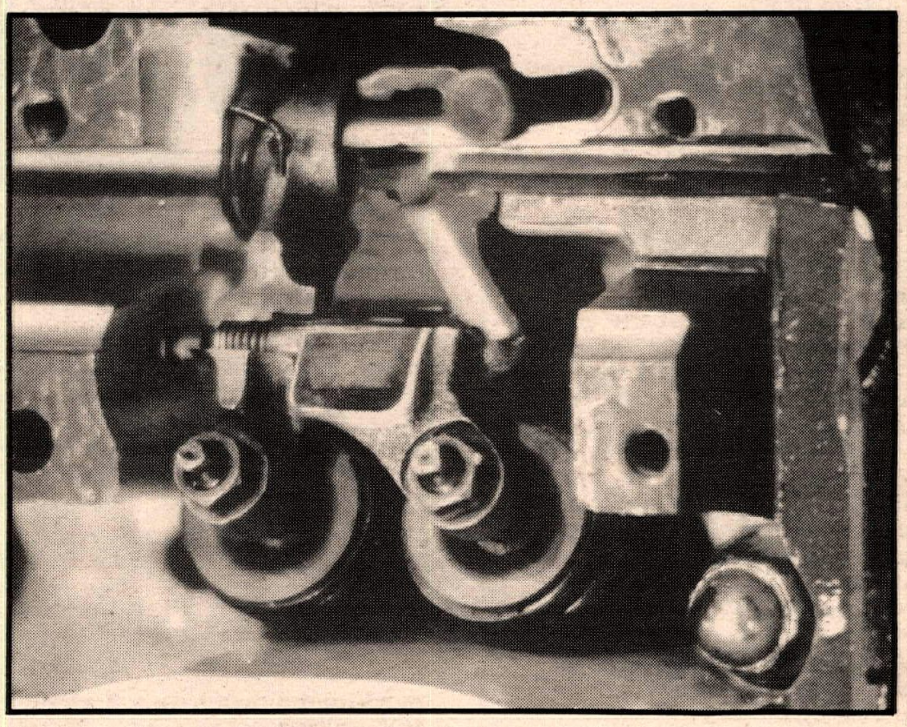
The England/USA Speedway Match Race Series was clinched by the Americans with two victories for a 3-1 margin in the five-race series. The U.S. took its first victory of the weekend May 5 at Cradley Heath, 59-49, then turned in a rout May 7 at Ipswitch, 72-36. In the latter event, Shawn Moran turned in a perfect score of 18. Dennis Sigalos (15), John Cook (13); Lance King (11); Bobby Schwartz (9), Sam Ermolenko (5) and Rick Miller (1) also tallied points in the race. In contrast, no English rider could total double figures, and their leading scorer was Chris Morton with nine. The final round of the series runs May 9 in Poole.

ABC taped the May 6 Honda San Jose Mile, and has scheduled it for broadcast on Wide World of Sports Saturday afternoon, May 26. Check local stations for time and listing, or, uh, check local times for listing and station — uhh, you know what we mean.

The So Cal Motorcycle Club tells us that they "regret to announce the cancellation of the 1984 Cal City Grand Prix due to a non-motorcycle-related problem." The club says it is planning a "premier" hare and hound for November, however.

(Continued to page 21)





Honda's eight-valve/16-valve hydraulic hybrid

A new sporting Honda developed for the Japanese market breathes through eight valves at low rpm and 16 valves at high rpm, improving low-rpm torque without sacrificing high-rpm power.

The system uses two-piece, forked rocker arms; one half of each rocker arm operates at all rpm, opening a single valve in each cylinder's pair of intake or exhaust valves. But as rpm and oil pressure increase, the second half of the rocker arm is locked to the first half by a hydraulic plunger, and both valves of each set open.

The system allowed Honda engineers to run more radical camshafts —making the engine produce an amazing 57 bhp at 12,500 rpm — without the peaky, narrow powerband and poor low-end power of a small-displacement conventional four-valve engine set up for peak power. At low rpm, the reduction in operating valve area increases intake and exhaust velocity and makes the engine run like a mildly-tuned two-valve engine.

The bike is the new CBR400, a DOHC 16-valve air-cooled Inline Four with a plain-bearing crankshaft, duplex roller chain cam drive, linkplate chain primary drive and a six-speed transmission. The compact engine is nestled in an aluminum-alloy frame with a single rear shock and an aluminum alloy swingarm. The machine has an oil cooler, dual front disc brakes with TRAC anti-drive, a four-into-one-into-two exhaust system with aluminum silencers, and ComStar composite wheels. Both the headlight and the oil cooler, while positioned in front of the forks, are mounted on aluminum struts bolted to the frame.

Bore is 55mm, stroke 42mm for 399cc displacement. Compression ratio is 9.6:1. Torque is 26 lb.-ft. at 11,000 rpm.

Honda has named the hydraulic rocker-control system REV, for Revolution Modulated Valve Control. The bike currently retails for $2400 in Japan.

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Yamaha support rider Mike Beier explodes a DeAnza Cycle Park berm on our YZ125L test bike. Test begins on page 16. Photo by Kit Palmer.

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voices

King Kenny

In response to Fred J. Marsh's letter in which he called Kenny Roberts a wax paper champ: Roberts did not come by "the grossly unfair advantage of full factory support, the fastest motorcycle, and unlimited finances," by answering an ad in his local newspaper.

DAVID E. SYLVESTER
Normal, IL

Go Eddie

Thank you for your recent article on Eddie Lawson. I have never really read an in-depth article about Eddie Lawson and found reading the article very informing. Best of luck to Eddie in his quest for the World Championship.

RAY DYSLE
Team Cowboy
North Canton, OH

Fan letter

It's great to see John Ulrich back at *Cycle News*. The motorcycle fraternity needs more people like John; an enthusiast who is into motorcycling *120%*, and isn't afraid to *tell it like it is*.

Keep up the good work and welcome back, John.

CARL STONE
Redding, CA

Risk

I loved your article on the risk of riding motorcycles. If my friends read it they will probably have a little better understanding of why I'm still riding.

I've been in a few "statistics" myself, but the thrill of riding is still there and as long as it is I'll be on two wheels.

Maybe when I get old (say 90) and the thrill has gone down some, I'll break down and buy me a uni-goo-goo car. Until then, I'll see you on Ski Line (Highway 35)!

KEITH NIELSEN
Fort Ord, CA

Cover my friends

The American Federation of Motorcyclists runs 22 classes, including Over 40 and Vintage. The last two race days at Sears Point were filled with excitement, fine riding ability and a spirit of competition on the part of all the participants. However, *Cycle News* covered only the Formula 3 race. Surely the reporter watched more than that one race. If he didn't, then he's not filling his obligation as a reporter and he missed some fantastic racing.

In particular, the Open Twins race, where David Troetschler and Elmer "Bud" Riddle dueled it out right to the checkered. The lead changed several times during the race and at the last turn Riddle passed Troetschler for the win.

As you can see there is more to the AFM races at Sears Point than just the Formula 3 class.

What I would like to see from your reporter is overall coverage for all the races, not just the ones where his friends race.

LIZ ROMINE
San Bruno, CA

We don't have space or inclination to cover every class and instruct our reporters to pick one or two classes per race, concentrating on classes involving nationally-known riders. Our coverage of the April 1 race featured F-1 and Formula Single; our coverage of the April 22 race featured F-3 and 600cc Superstreet...Editor.

An explanation

Explain this: Going into the Pontiac Supercross event, Ron Lechien had an 11 point lead on Mark Barnett for fifth place, 183-172. How could Barnett gain back 11 points at Pontiac and pull 10 points ahead of Lechien in the standings? Barnett did worse in the main and tied in the heats and semis with Lechien! Lechien should have more than a 10-point advantage to start with. He did better than Barnett, so that advantage should increase. Please list the point system so I can figure it myself. You can't do it!

G. K. SCOTT
Newbury Park, CA

You are obviously a Ron Lechien fan. You didn't even notice David Bailey was in sixth instead of fourth. The points are correct, but Mark Barnett and Bailey were mistakenly transposed. Here is a breakdown of the points system. Heats: 1st place, eight points; 2nd place, six; 3rd place four; and 4th place three. Semis: 1st, 10; 2nd, eight; 3rd, nine, etc. Final: 1st, 30; 2nd, 25; 3rd, 22; 4th, 20; 5th, 19; 6th, 18; 7th, etc....Asst. Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

In memoriam J.C. Agajanian: 1913-1984

J.C. Agajanian, perhaps the best-known promoter in motorcycling, died of cardio-pulmonary system failure Saturday, May 5 in Los Angeles. Agajanian had been popularly regarded as the largest promoter of AMA races in the country, events which have been staged since the 1950s at his home base Ascot Raceway in Gardena, California and other tracks. He is survived by his wife Hazel Faye, sons Cary, J.C. Jr. and Chris, daughter Joan Quinn and 10 grandchildren. Other family members include brothers Elisha and Benjamin and sisters Zerma Lalaian and Jacqueline Cardelucci. Death was due to complications from cancer which was diagnosed 10 years ago and successfully treated. But Agajanian was left physically affected for the rest of his life. He was 71.

Agajanian was born in San Pedro, California, in 1913, one year after his parents immigrated to the U.S. from Armenia. Since the early 1930s he was involved in motorsports, from the promotion of races to the sponsorship of racecars and motorcycle riders. In the 1950s Agajanian began running AMA Nationals at Ascot, which has become something of an institution on the Grand National Circuit.

Besides Ascot, Agajanian was involved in other businesses including a refuse disposal company and a pig ranch. And since 1948 Agajanian has been sponsoring racecars in the Indianapolis 500. That's longer than anybody else, a total of 36 years including 1984.

"What always impressed me was his honesty in his dealings with everyone from track employees to riders," said Cary Agajanian about his father. "He loved promoting races because there were so many good people involved."

Services are pending, and cards may be sent to the family c/o Ascot Raceway, P.O. Box 98, Gardena, CA 90247. In lieu of flowers, the family asks for donations to the California Cancer foundation, 1245 Wilshire Blvd., Los Angeles, CA 90017. •

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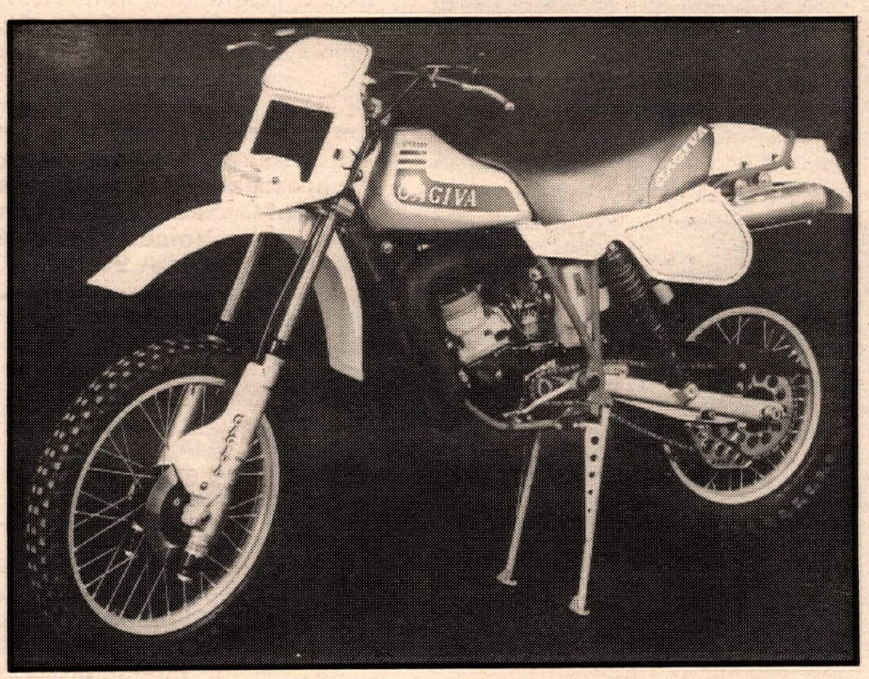
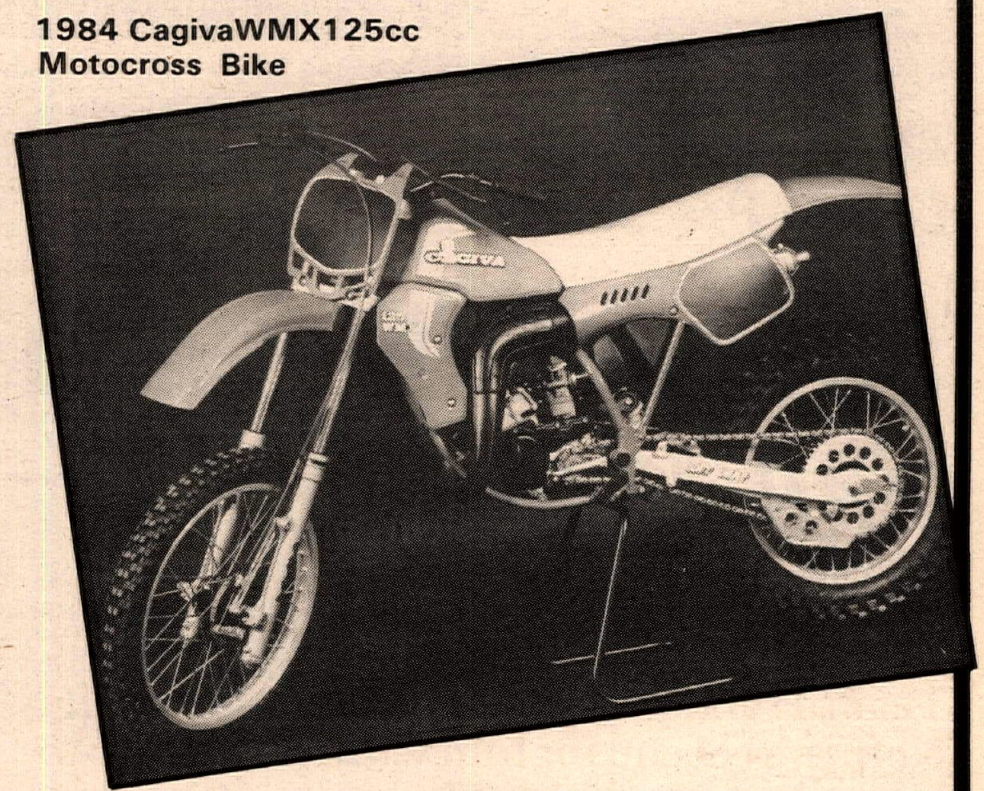


1984 CagivaWMX125cc Motocross Bike



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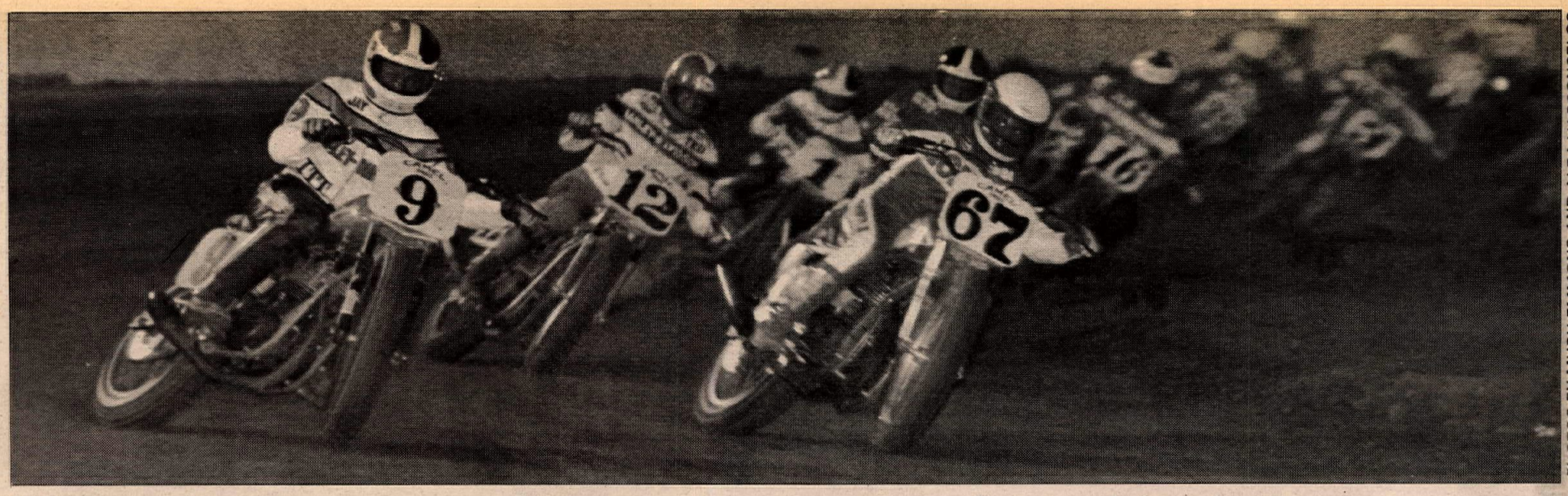


PHOTOS BY MUSH EMMONS AND ALBA VASCONCELOS

Bubba Shobert (67) and Jay Springsteen lead Ted Boody (12) and Randy Goss at the start. Shobert and Springer placed 1-2.

AMA Grand National Championship/ Camel Pro Series: Round 6

Shobert shines in San Jose ST

By Dale Brown

SAN JOSE, CA, MAY 5

Team Honda's Bubba Shobert kicked off a banner weekend for him with a near wire-to-wire win in the 25-lap Honda San Jose Short Track National. In taking his first-ever National win on a small track, Shobert had to fend off the late-lap charges of Harley-Davidson's Jay Springsteen. The defending champion of the event, Can-Am rider Alex Jorgensen, finished a distant third.

Behind the winner's circle trio, the battle for the AMA/Camel Pro Series points lead was played out. The points leader, Harley's Randy Goss, had fourth place seemingly secured with five laps to go. However, behind him Honda's Ricky Graham changed his line, found a new lease on life and passed Goss with two laps to go. That narrowed Goss' lead to just one, 63-62.

"After leading all those laps, I was never so tense as I was until the last lap was over," said Shobert, adding, "I knew Jay was going to try something."

That there was room on the groove to pass surprised some. Cold winds blew most of the day, drying the track. The winds died somewhat by race time, but it was still less than comfortable. Around 5000 spectators ignored the cold, however, and came out to give the event an attendance boost over the previous year.

However, the weather did have an impact. Track prep measures pushed the program back until it was 90 minutes late. After that it was a rush to get everything finished before the night's curfew.

Time trials

Harley-Davidson's Scott Parker earned himself the pole position in the first of six heats by stopping the timing lights with a 17.565-second lap. Teammates Graham and Shobert were next, going 17.598 and 17.628, respectively. A back-in-action Scott Pearson made his first appearance before hometown fans in over a year, and he qualified fourth fastest. The remaining heat race polesitters were Steve Morehead and Texan Charlie Orr.

Almost a second separated the 60-rider field. Clocking an 18.511, Terry Graham was the last rider in.

Heats

Garth Brow got his Harley-Davidson 500R going first to lead heat one going into turn one. Springsteen, Steve Eklund and Parker were in pursuit around the opening bends, but then Parker started slowing dramatically. However, AMA officials didn't like the start and red-flagged the race.

The delay allowed Parker to have a slipping clutch adjusted, and he was ready for the restart. Brow again shot into the lead with Springsteen leading the chase. Brow led the first three laps, but then Springer got underneath him exiting turn two, and went on to build a handy lead in the remaining 5.75 laps. Behind Brow brewed an Eklund/Parker battle, and on lap five, it swept past the Michigan privateer. Parker was in the transfer slot, and although Eklund stayed within millimeters through lap eight, he couldn't make Parker budge. So the two Harley teamsters had direct tickets to the National, and Eklund and Brow led those bound for the first semi.

Megacycle Cams/Knight Racing-sponsored Ronnie Jones held the gas on going into turn one and he and his Harley-Davidson single came out in front of Graham, Doug Chandler and Dan Ingram. The second lap saw Terry Poovey crash out of the race unhurt, while teammates Graham and Chandler set up their own fight. Chandler broke clear by lap four, and just past the halfway point, put an inside move on Jones to take the lead. Chandler went on to win, while Jones found himself the target of Graham's blast-furnace pressure. But the Oklahoman had learned his lesson and refused to allow the inside line to open again. Graham, along with Ingram and others, would simply have to try again.

After an opening lap shuffle, Shobert had the heat lead over Pete Hames, Mickey Fay and Goss. When Larry Maitland's lap-two crash brought out the red flag, however, Shobert was left to try it again. Do it again he did, and the Honda teamster led laps 1-10, stretching it as he went. Hames was second initially, but Goss took over the position on lap three and then it was two factory riders headed for the National. Four laps from the end Fay passed Hames for third, but all he got was a better spot in the semi.

The fourth heat opened to a real firestorm as Mike Gilkey drew first lead with Ted Boody all but riding his motorcycle for him, and Alex Jorgensen, Randy Green and Scott Pearson also in the neighborhood.

Gilkey and Boody came across the finish line side by side at the end of lap two, and Boody seized the lead right after that. Jorgensen and Pearson also got Gilkey on the same lap. By the halfway point it seemed that Boody, who was riding for Tex Peel and Arai Helmets, had a secure lead over Jorgy and Green, with Gilkey now out of the race due to mechanicals. But Jorgensen, the Pioneer Trucking/Lillie/Hi-Point-sponsored Can-Am rider, closed it up in a hurry and passed Boody going into turn three on the sixth lap. Jorgensen led it for two laps, but then Boody returned the favor one turn earlier and led it to the finish. Jorgy was second, followed by Pearson, Green and Gary Scott.

New York's Fran Brown snapped up the heat five holeshot. Rod Sullivan had a close brush with Lady Luck's bad side as he slid out in turn one, but officials red-flagged the race for a jumped start and Sullivan was back in business.

Sullivan, who rides for Mockbee, Kal-Gard, ND and Maggini Hay Company, made the most of his good fortune. He holeshot the restart and was never headed. Behind him Brown ran second all the way, gaining a National berth for sponsors Harley-Davidson, Stevens Racing and Buffalo H-D. Sal Hoffman ran third until lap seven; Brad Hurst ran third from there to the finish.

The final heat featured another red flag as three riders went down in turn two. Two made it back to the line; Brad Wiebler was out with bent forks. On the restart Chrlie Orr was off the line first, but ran second at the end of the first lap to Bellville Honda/Megacycle Honda rider Tim Mertens.

Mertens led from there to the finish, with Orr second to the halfway point. There he met his match in North Carolina rookie Bill Davis and his Rotax-bred Milwaukee special, and they went on for the final direct transfer. Mike Garrison passed Orr, finishing third.

Semis

The two 10-lappers would take only one rider each. In the first semi, Mickey Fay wanted to be that rider and got off the line first. However, Graham *was* that rider. He passed Fay through turn four and led to the finish. Fay challenged him briefly towards the end of the race, but it was not to be and Fay wound up second over Eklund.

Charlie Orr came out of turn four leading the first lap of the other semi, only to be greeted by a red flag and a restart. On the restart, Pearson pulled one of his legendary starts and the PIC/Circle Bell/Shoei/Blendzall/Knight/Megacycle/M&M Leathers Honda rider was on his way to the National. Garrison advanced to second by lap three and stayed there, eventually followed home by Randy Green.

Last Chance Qualifier

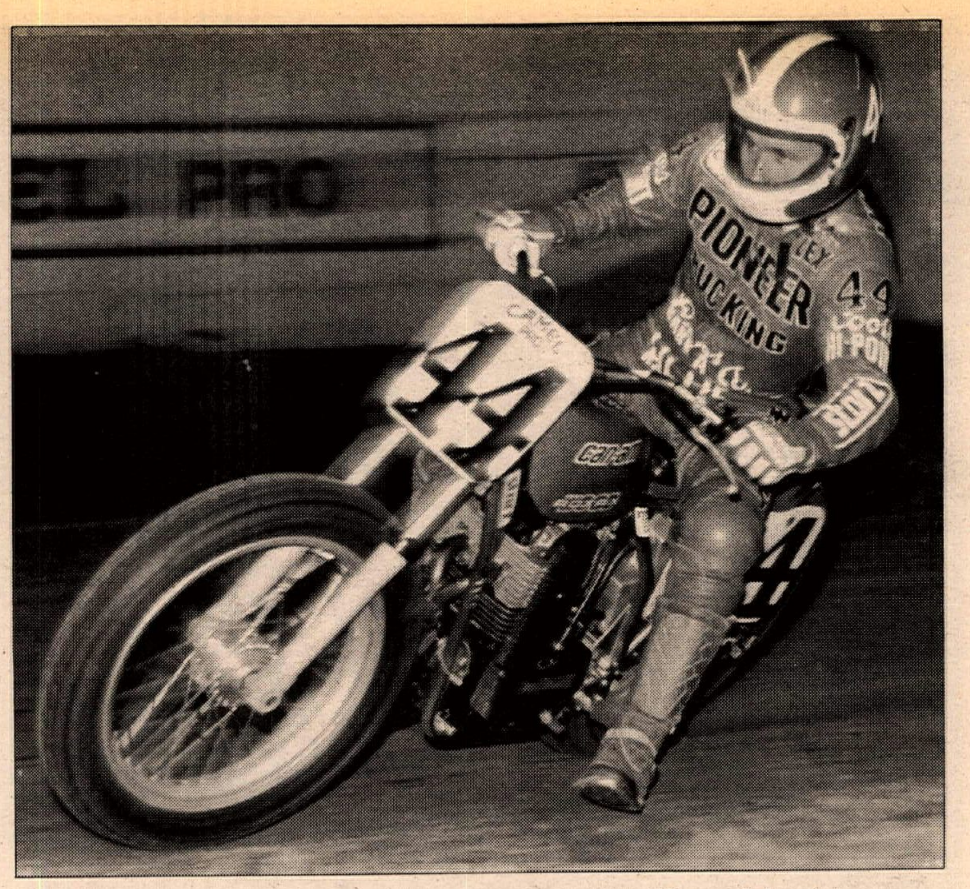
Eklund passed holeshot artist Garrison in turn four to lead the Last Chance Qualifier at the end of one lap. Jimmy Filice, who had a front-row start for the first time of the evening, passed Garrison for second on lap two and began to pressure Eklund. Eklund ignored it for two laps, but then went high off the groove in turn four and Filice was by like a shot. Eklund tried to come back, and succeeded for awhile, but Filice opened it up at the end and took his Harley Owners Group/Sure-Fire/Carlisle Racing entry into the National.

Junior National

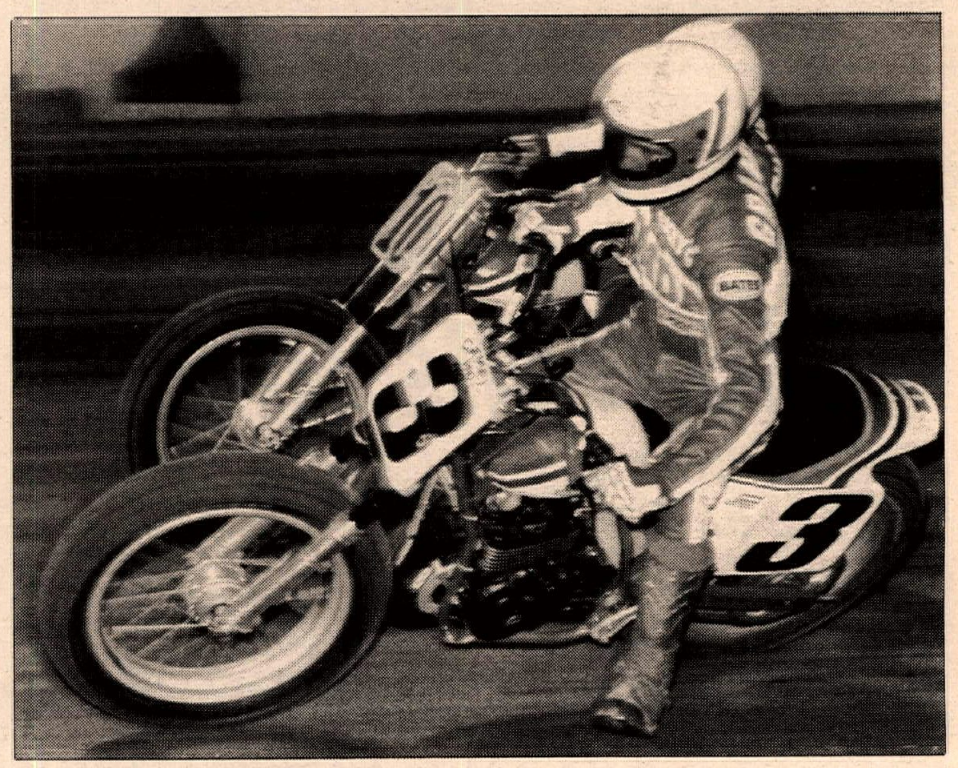
It was a familiar name jumping into the lead of the 12-lap Junior final: Jorgensen. Kim Jorgensen grabbed the lead ahead of Wood-Rotax teammates Chris Carr and Don Estep, and Alex's younger brother stayed on top right to the finish. Ohioan Estep passed Californian Carr for second on lap two, and the top three positions were set. Frank Sanchez took fourth about the same time, and also held on to the finish.

After his win Jorgensen said, "Towards thg end the bike started making a real weird noise, so I was kinda worried. Just put in there that I'm an old man who hasn't raced in about two and a half years."

Smiles for Shobert and Miss Camel Vivian Chadbourne in the winner's circle. It was Shobert's first short track win.



Alex Jorgensen rode a steady race to finish third. Most of the drama was ahead of, or behind, the Can-Am rider.



(Above) Ricky Graham and Doug Chandler (10) battle in a heat race. (Below) Top qualifier Scott Parker finished eighth.

National

Fast heat winner Shobert chose his spot on the front row just at the inside of the groove, and from there he and Springsteen raced to the first turn. Shobert got there first, but a red flag halted the race because someone jumped the gun.

On the restart Springer got out front first with Boody charging through traffic to run second at the end of lap one, followed by Shobert, Jorgensen, Jones and Goss.

The pack was still tightly bunched, so Shobert didn't have to travel far from third to first, but travel it he did, and soon he began to inch ahead of Springsteen.

By lap three first and second were set. Just behind them were Jorgensen and Boody, engaged in a swap-every-lap engagement. Goss ran fifth, Jones sixth, and Graham was already up to seventh from row three.

At one-fifth distance Shobert and Springer were clear of the pack, and the Jorgensen/Boody battle had been joined by Goss. Graham had overtaken Jones for sixth.

By lap 10 it was clear that Shobert was making the low line work while the competition tried a variety of paths. The battle for third was between Jorgensen and Goss, with Boody dropping to fifth, and then losing three more positions when he went off the groove on lap nine.

Jones was already out of the race with a suspected timing belt break, as were Pearson (machine) and Davis (crash).

At the three-fifths mark, lap 15, the top five remained static at Shobert, Springsteen, Jorgensen, Goss and Graham. Boody had climbed back to sixth.

The run to the finish would involve two different dramas. The first was played at the front of the pack, where Shobert and Springer were safely in front of Jorgensen. Four laps from the end Springsteen pulled right up on Shobert, but the Texan clung tenaciously to that low line and made it work. Shobert didn't win by much — two bikelengths — but he won.

"I saw Bubba was having trouble with the front end pushing through turn four," said Springsteen on the winner's podium, "I tried to go high/low on him but it didn't work."

"There was nothing wrong with the bike," said Shobert, "I was just getting lazy and not getting on the gas hard enough out of the corner and that's what caused it to push. The bike ran perfectly and I'd like to thank Skip Eaken and Dennis Jones for all their work."

Jorgensen finished a secure third. "I had some problems with the rear tire spinning, but I stayed pretty even with Jay for the first half of the race. When he went after Bubba, there wasn't much I could do to keep up."

While most eyes were focused on the battle between Springsteen and Shobert, Graham made his own late-laps progress, cutting Goss' lead and passing him two laps from home. "I started running real low on the track, and all of a sudden I made up the distance in a flash," said Graham later. "I'd tried it (the low line) earlier but it didn't work as well. All I can say is that I'm very happy with the way things turned out. Short track isn't my strong suit, so I'm very happy."

Boody lost out on a battle for sixth to Chandler. Parker finished eighth, leading Filice and Sullivan. ●

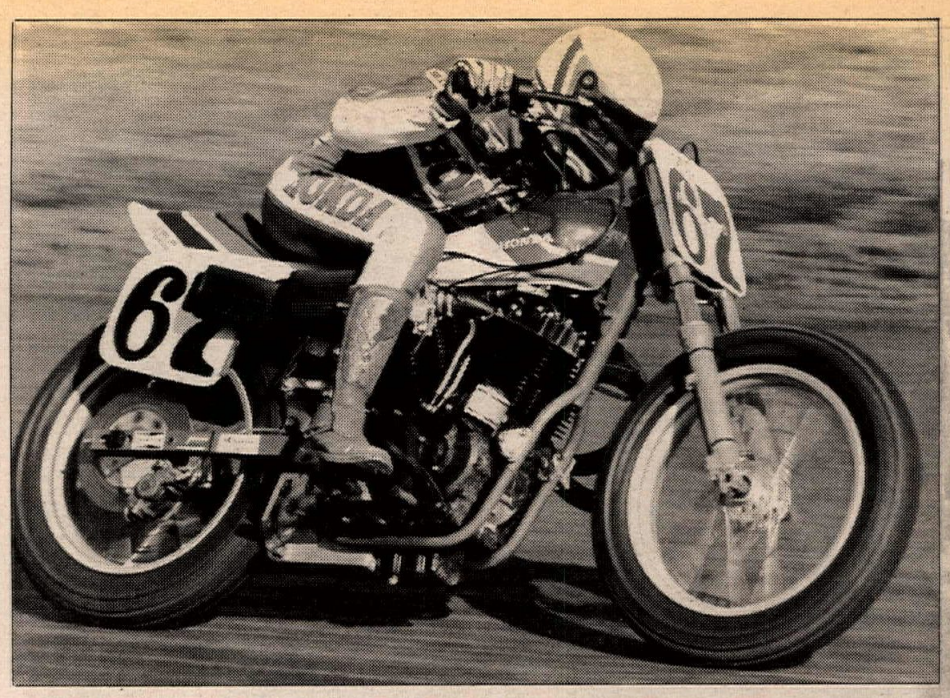
Results

25-LAP NATIONAL: 1. Bubba Shobert (Hon); 2. Jay Springsteen (H-D); 3. Alex Jorgensen (C-A); 4. Ricky Graham (Hon); 5. Randy Goss (H-D); 6. Doug Chandler (Hon); 7. Ted Boody (H-D); 8. Scott Parker (H-D); 9. Jim Filice (H-D); 10. Rod Sullivan (C-A); 11. Fran Brown (H-D); 12. Tim Mertens (Hon); 13. Bill Davis (H-D); 14. Scott Pearson (Hon); 15. Ronnie Jones (H-D).

12-LAP JUNIOR FINAL: 1. Kim Jorgensen (Hon); 2. Don Estep (W-R); 3. Chris Carr (W-R); 4. Frank Sanchez; 5. Jim Taves (Yam); 6. Dana Perri (Yam); 7. Duane Duvall (Hon); 8. Bob McDonnell (Hon); 9. Haggar (Yam); 10. Mike Lawrence (Hon); 11. Terry Wahl (C-A); 12. Mike Arthur (W-R).

PHOTOS BY MUSH EMMONS AND ALBA VASCONCELOS

Bubba Shobert leads the way, with Jimmy Filice and Ted Boody pressuring from behind. Boody finished fourth, with Filice fifth.



Team Honda's Shobert claimed the first non-Harley win since 1974.

AMA Grand National Championship/ Camel Pro Series: Round 7

Honda rolls on with Shobert

By Matt Hilgenberg

SAN JOSE, CA, MAY 6

Team Honda's Bubba Shobert made it a two-for-two weekend by winning the 25th anniversary San Jose Mile. Coming hot off a win in Saturday's short track, Shobert went home with Honda's fifth consecutive Camel Pro Series dirt track win, to continue the team's early-season dominance.

With the two victories, Shobert moves into third place in the point standings, just two points behind leader Randy Goss and one point shy of teammate Ricky Graham's 62-point tally. Both Goss and Graham failed to score any points at this most unpredictable race, thanks to DNFs.

Jay Springsteen, who finished second in Saturday's short track, had a case of stomach problems, something which hasn't plagued the speedster for quite some time. Harley's team manager, Clyde Denzer made the official announcement that Springer wouldn't compete in the mile, prior to the start.

The draft played a major role in the racing, with the top riders never being out of contention. A little slipstreaming could move a rider from third place to first, without hesitation. Scott Parker, who worked his way up to second from the third row, was a classic example. "I got as good a start as I could, then just started drafting my way through the pack. I got as far as I could," Parker said.

In the Junior National, Norco, California's Roger Thompson squeezed by Chris Carr on the third lap to ride on to victory. Carr finished second ahead of Duane Duvall.

Qualifying

"The people who went out to qualify early were at a disadvantage, because the track got faster the more it was run," said Shobert, who qualified 20th at 38.14 seconds. A good ways ahead of him was Jimmy Filice, the pride of the Harley Owners Group, who was top qualifier at 37.29 seconds. Scott Parker was second at 37.50, with Gary Scott third at 37.58. The 65-rider field was narrowed to 48 before the program began.

Heats

In the first and fastest heat race, Ted Boody led from turn two on the second lap until the finish. A distance back, Goss crossed the line in second, followed by Filice, who claimed the final direct-transfer slot for the final. Goss got off to a poor start, in fifth, and worked his way to third by lap five. He then inherited second when Filice went wide in turn three and dropped to fifth. On the white flag lap, Filice made his move to bump Pete Hames back to fourth.

Parker grabbed the holeshot in heat number two, but Garth Brow on the Electro West Special was on the gas. Brow was third in the first turn, moved by Terry Poovey for second in turn two, then drafted his way past Parker going into three. Parker and Brow exchanged the lead a few times until the race was stopped due to Chris Cannon's get-off. Cannon made the restart, which was staged in a side-by-side fashion, as opposed to single file.

The restart brought a continuation of the battle for the lead, until the swingarm on Brow's aluminum-framed Harley broke, sending him into the haybales. Honda's Doug Chandler, who had moved into third, took over second to challenge Parker. Chandler went flying by on the back-straight to take the lead, but Parker kept the pressure on. Near the end of the heat, Parker broke a piston and slowed considerably, but nursed the ailing V-twin to an official finish. Chandler, who was clearly in the lead, began to slow on the eighth lap, also with mechanical woes. The lead he had built up allowed him to finish in fourth, behind Tim Mertens. Poovey won and Eric Rausch, from Delaware, was second.

Gary Scott passed Steve Morehead on the front straight to take the lead of the third heat on lap two. The top four bikes were spread out from the beginning, so each rider ran the race with relatively little pressure. Scott went on for the win, followed by Morehead, Alex Jorgensen, and Jeff Haney. Ronnie Jones ran fifth.

Two of Team Honda's riders, Graham and Shobert, were in the fourth heat. They went back-and-forth for the lead all race long, with Ted Boody right there, even pushing into the lead for a couple of laps. At the flag, it was Shobert, then Graham, with Boody in third.

Semi-finals

Chandler wanted to put his Honda in the main event, and with the earlier problems, he was ready to give the others in the first semi a hard run. He rocketed into the lead off the line, and held it till the checkered flag fell. Parker was charging hard. He started out in sixth, moved to fourth in three laps, then went past Hames and Mike Garrison for second. Hames wasn't giving any ground, and the duo exchanged places for the position until lap seven, when Parker finally moved up for good. Hames was third, just one place from transferring to the final.

For the opening laps of the second semi-final, five riders were going for the two transfer spots, running five abreast on the straights at times. It was Danny Perkins who eventually got a wheel ahead to take the lead. Billy Herndon pulled into second, with Michael Minning and Scott Pearson going for third. Ronnie Jones fell off the pace snightly in fifth. Pearson put his mile oval drafting experience to use and swept past the two frontrunners to take the lead, which he held to the finish. While Herndon and Perkins were feuding over second, Minning was in fourth, waiting for a mistake. When it came, he slipped by Perkins for a third place finish.

Last Chance Qualifier

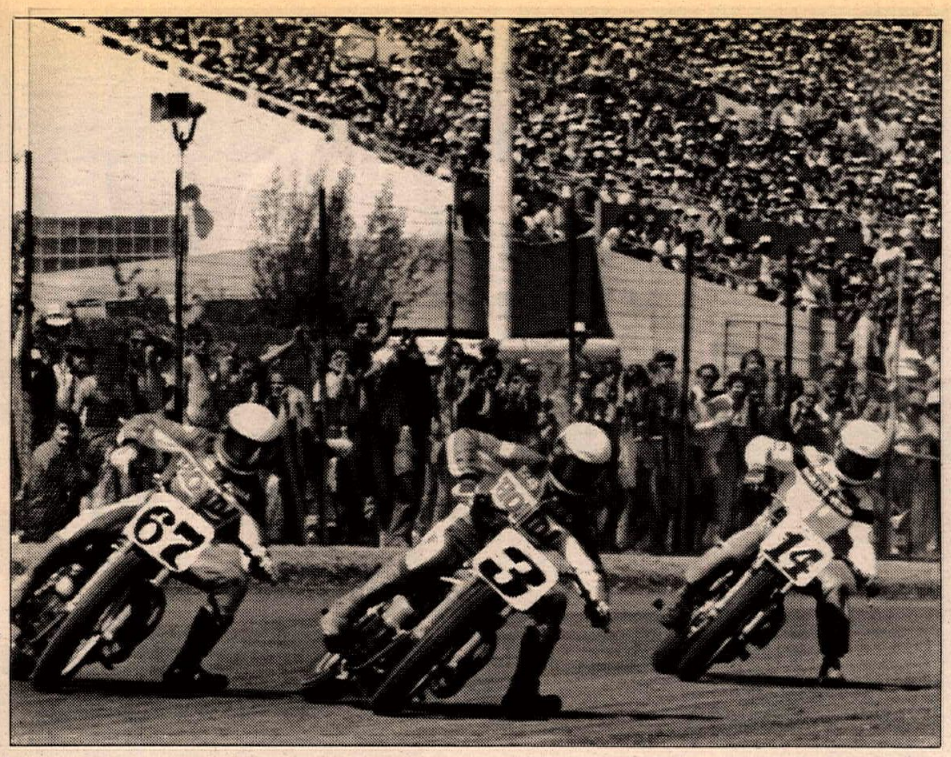
Steve Eklund was having a bad day up until the Last Chance race, and seemed determined to fill the final, 17th starting position in the main. He led going into the first corner, followed by Perkins, Garrison and Hames. Perkins momentarily moved by Eklund, but the former National Champ got right back out front. At the same time, Hames moved into third. Hames was building momentum as he passed people, making up the 35-bikelength deficit he had off the start. He passed Perkins and set sights on Eklund. In the closing laps, Hames flew by Eklund, going a great deal faster, and went on to win, with Eklund finishing a disappointing second.

Junior National

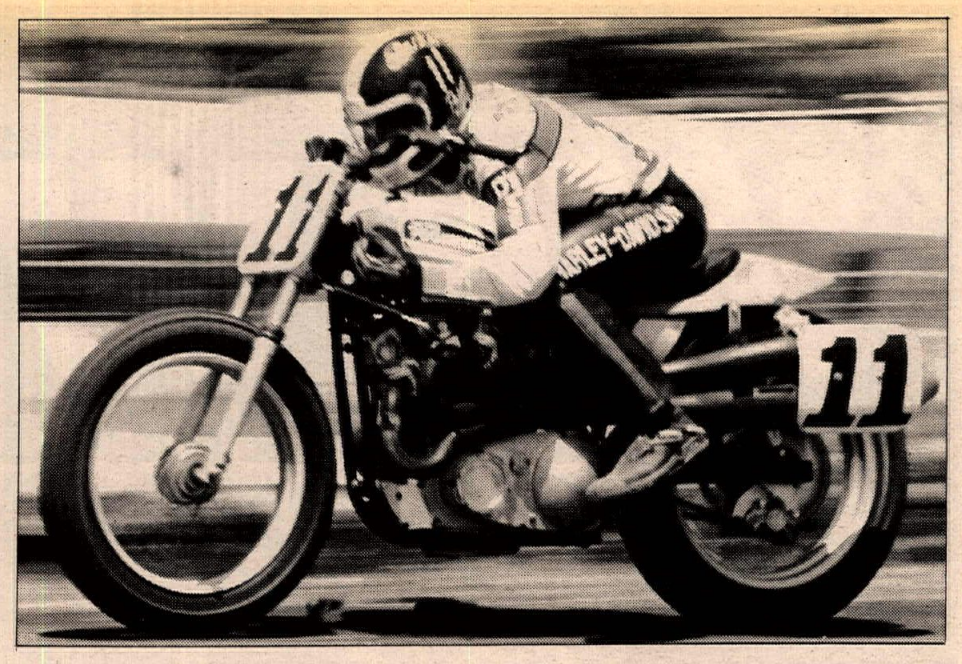
Harley-Davidson-mounted Roger Thompson qualified as the fastest Junior at 38.56 in front of the sell-out crowd. Manteca's Chris Carr was second on the qualifier list at 38.80, followed by Dallas, Texas' Duane Duvall in third at 38.85 seconds.

Thompson sat on the pole of the first heat, but it took him nearly three-quarters of a lap to pass Donald Estep for the lead. Thompson had the horsepower, and pulled to a sizeable lead. Wood-Rotax riders Chad Felicio and Estep were dicing for second, with Felicio coming out on top at the end. Estep took the last direct trip to the final, and Michael Arthur was one place down.

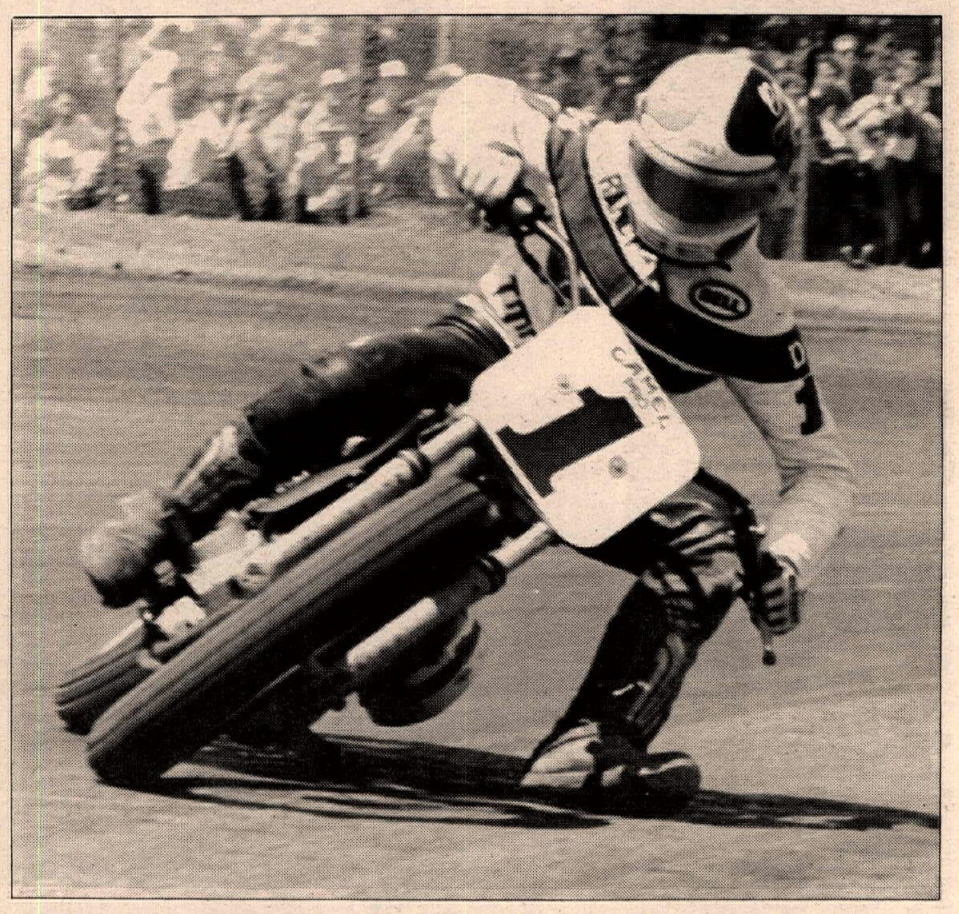
Carr's performance in the second heat made for a fairly uneventful race. He led by six bikelengths coming out of turn two on the first circuit and pulled to a full straightaway ahead by checkered flag time. Jim Taves was running second until Tim Skov and Bob Hassay made a freight-train-type draft pass to move him into fourth. Near the end of the heat, Taves retaliated by making the same move, securing second for himself. Skov took third place honors.



The nation's top milers raced before a sell-out crowd.



Team Harley's Scott Parker overcame a broken piston, then a third row start, to finish second.



National point leader Randy Goss failed to score National points in the mile, the first time in 35 races.

The third and final Junior heat was led wire-to-wire by polesitter Duvall. Randy Bird was second the entire event, and Robert McDonnell was in the bronze spot for the major portion of the contest. Don Roberts passed McDonnell on the back stretch on the fourth of the six-lap heat to claim third, which he held for the remaining laps.

Michael Arthur, who narrowly missed transferring from his heat, motored to an uncontested win in the semi-final, trailed the whole way by McDonnell. James Dunlavey passed Dana Perri on lap three to lay claim to the last spot in the 12-rider main.

Carr and his Shoei/ND/Blendzall/Hi-Point-sponsored Wood-Rotax led the final for the first two laps, but Thompson was closing. Thompson finally out-motored Carr on a straight-away, and began to pull away. Duvall was firmly in third, a distance in front of Felicio, Bird and Estep. Carr began to drive deeper in the corners in an attempt to catch the fleeing Harley. On the white flag lap, the two were side-by-side at the start/finish line, but Thompson won. Duvall was running all by himself in third. Felicio and Bird rounded out the top five.

National final

There were five leaders of the San Jose Mile in the first 10 laps, but the majority of the laps, including the last one, were led by Shobert. He led at the start, with Poovey not far off the pace. A four-way contest for third was going on between Graham, Boody, Filice and Alex Jorgensen; all were in striking distance of the lead. Jorgensen finally edged a wheel up for third, with Graham fourth.

Positions then started to change rapidly. Poovey passed Shobert going into turn three, then Shobert got the lead again going into one. Graham moved Poovey down another notch and went after Shobert.

Parker was making his way through the pack after a third line start, and joined the leading fray, dropping Jorgensen to sixth, where he stayed until the end. Poovey began to slow, dropping back to finish 10th.

Up front, Parker, Graham and Shobert were taking turns with the lead, never far apart. Boody and Filice were drafting their way to the front. By the 10th lap, they were in the top three, along with Graham. Shobert and Parker were in fourth and fifth, still in a close-packed group typical of a mile race.

Filice was leading, when Graham moved by going into the first turn. Then, coming out of turn two, Graham pulled by going into the first turn. Then, coming out of turn two, Graham pulled to the side with his hand up in the air. A broken chain caused the DNF. That was the second one of the final. Goss pulled out in the early going. "It broke something inside, we're not sure what it is yet," commented Harley-Davidson's Bill Werner.

Gary Scott, was looking real good and started to move up, but dropped out near the halfway point. "The ignition just quit," Scott said, "both cylinders at once, like someone threw a switch. At least it wasn't something expensive like a rod or a piston or something."

On the 13th lap, Shobert pulled alongside Filice and got by for the lead. This was to be the last lead change of the afternoon, as Shobert pulled out a little breathing room and wasn't challenged again. Behind him, Hank Scott surprised a few people when he joined the top five in fourth spot.

The top five settled in on the 15th circuit. Boody was in second for the next four laps, with Hank Scott and Parker swapping for third. Filice was fifth, Jorgensen sixth, and Chandler moved up to seventh.

Scott and Parker caught Boody and a new three-way fight started. On the 24th lap, the order had been Boody, Scott, Parker for three laps, the longest stable time of the race. On the white flag lap, the Scott/Parker train rolled by Boody. Coming out of turn four for the final time, Parker got a good drive and edged a wheel by Scott, to the thrill of the 22,000 spectators.

"I went out there to beat everybody. I was starting to get nervous on the last lap, worrying about the finish. I made a couple of mistakes in turns three and four. If those guys would've been closer, they probably could've passed me," said Shobert after the race.

"I was trying so hard to catch Bubba that I was making mistakes. Then Scott (Parker) and Boody would get by me, then I'd get back by them —it was a real tug-of-war out there," said third-place finisher Hank Scott. •

Results

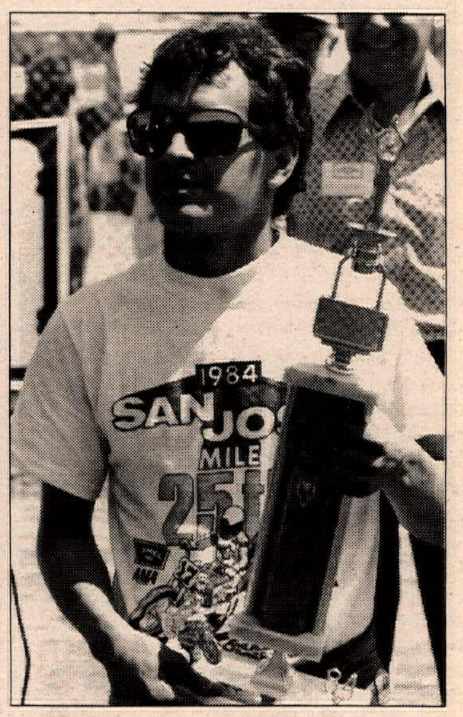
1. Bubba Shobert (Hon); 2. Scott Parker (H-D); 3. Hank Scott (H-D); 4. Ted Boody (H-D); 5. Jimmy Filice (H-D); 6. Alex Jorgensen (H-D); 7. Doug Chandler (Hon); 8. Scott Pearson (H-D); 9. Steve Morehead (H-D); 10. Terry Poovey (H-D); 11. Pete Hames (H-D); 12. Tim Mertens (H-D); 13. Eric Rausch (H-D); 14. Gary Scott (H-D); 15. Ricky Graham (Hon); 16. Randy Goss (H-D); 17. Billy Herndon (H-D).
TIME: 15:38.295

Roger Thompson celebrates his Junior class win.

JR FINAL: 1. Roger Thompson (H-D); 2. Chris Carr (W-R); 3. Duane Duvall (H-D); 4. Chad Felicio (W-R); 5. Randy Bird (Tri); 6. Donald Estep (W-R); 7. Michael Arthur (Rot); 8. Donald Roberts (H-D); 9. Jim Taves (Rot); 10. Robert McDonnell (H-D); 11. James Dunlavey (H-D); 12. Tim Skov (W-R).
TIME: 7:50.682.

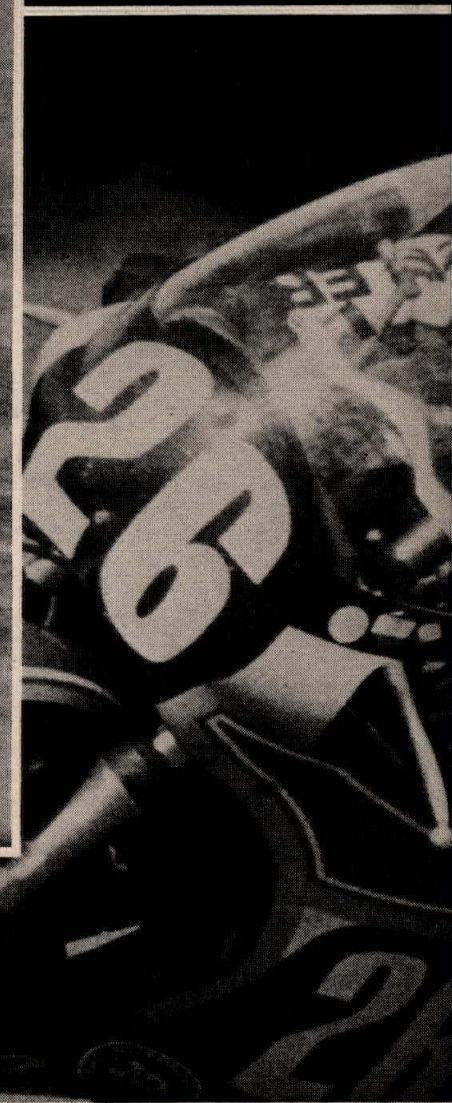
CAMEL PRO SERIES GRAND NATIONAL POINT STANDINGS: 1. Randy Goss (63); 2. Ricky Graham (62); 3. Bubba Shobert (61); 4. Alex Jorgensen (53); 5. (TIE) Doug Chandler/Scott Parker (50); 7. Jay Springsteen (39); 8. Ted Boody (35); 9. Pete Hames (29); 10. Steve Eklund (25); 11. Hank Scott (24); 12. Terry Poovey (23); 13. Steve Morehead (22); 14. Ken Roberts (20); 15. Garth Brow (19); 16. Freddie Spencer (16); 17. Fran Brown (15); 18. Eddie Lawson (11); 19. Randy Green (10).

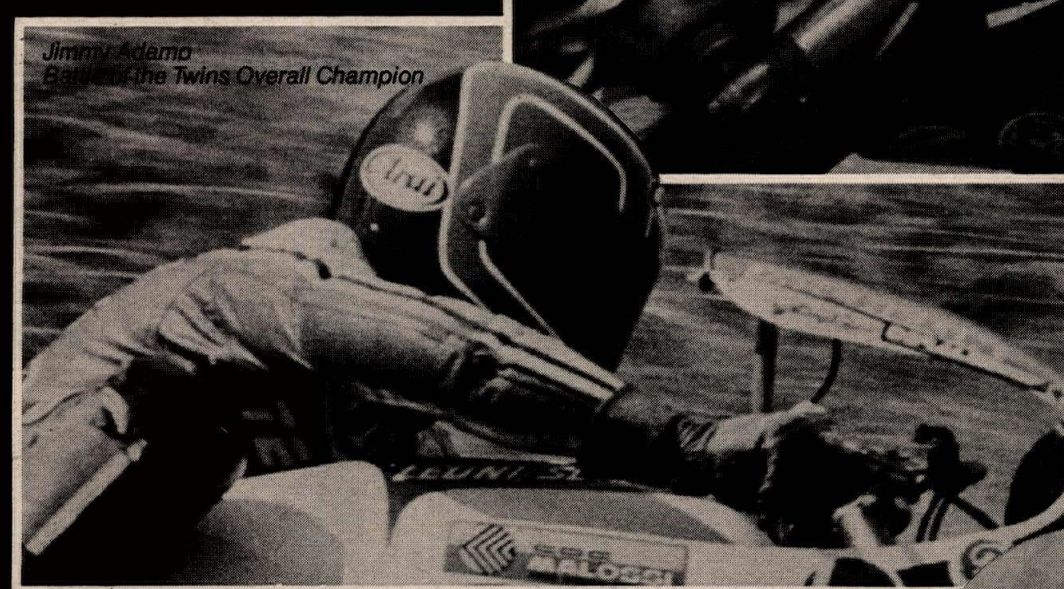
Jimmy Filice accepts the trophy for top qualifier.



WE WEREN'T FO

Bruce Lind / Jack Hart
Sidecar National Champions





Jimmy Adamo
Battle of the Twins Overall Champion

Wayne Rain
Superbike N

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THERE IS A DIFFERENCE.

PHOTOS BY GARY VAN VOORHIS

Mark Hyde jumped from third to first in the final day, scoring the first overall win by a 125cc rider in an ISDE Qualifier.

Fritz Kadlec, now with Husky, finished second overall and won the 250cc Intent class.

ISDE Qualifier Series: Round 1

Hyde weathers Oklahoma Three Day

By Gary Van Voorhis

SAND SPRINGS, OK, APR. 27-29

Husqvarna's Mark Hyde took advantage of the bad luck of Kawasaki Team Green's Jeff Fredette to win the Tulsa Three Day Qualifier. Fredette, leading by a comfortable margin going into the MX-style final test, had his bike's engine go sour which slowed his pace to a crawl.

Hyde carved out the best scores in the final day's special and final tests to leapfrog from third to first and become the first rider to win an ISDE Qualifier Series round on a 125cc machine. Hyde finished 76 points (seconds) ahead of Husky's Fritz Kadlec, 3270 to 3346.

The event, organized by the Tulsa Trail Riders and run on the John Zink Ranch, was shortened on day three by heavy rain and then halted for a short period when tornados were in the area.

Two of last year's ISDE Trophy team members didn't compete. Mike Melton passed up the event to concentrate on the defense of his National Championship Enduro title, while Eddie Lojak didn't participate due to recent surgery on his right knee.

The course for day one and two consisted of two loops which were ridden twice each day for a total of 139.6 miles per day. A timed 2.5-mile grass track special test was ridden twice each day before the second and fourth loops.

Sunny skies greeted the 113 starters, but for 75 of the riders the day would end in a cloud of gloom with DNF alongside their name on the results sheet.

Kevin Hines was among the first riders out of the event, but his problems weren't mechanical. "I was playing desert racer the day before I left California for Oklahoma," said Hines. "I was riding in some soft sand, got out of shape and crashed hard. The result was two broken ribs and a badly sprained left wrist. I rode the first loop and then decided it was smarter to park the bike and let my injuries heal for a week before the National Enduro in Illinois." Hines leads the enduro point standings.

For many the day's B time schedule was too much, too soon. "You really had to ride too hard to stay on time," said George Burch. "Once you got really late it didn't make sense to ride that hard anymore." Burch was among the day one retirees.

A tornado touched down on a remote portion of the course Thursday night and cut a swath through arrowed trees, uprooting many. Many of the riders not finishing day one lost time in the section before finally finding the trail again. Hyde, the first rider out in the morning, was frantically searching for the trail when teammate Terry Cunningham arrived on the scene. "It took us a while to find where the trail began again," said Hyde. "Luckily, we were able to stay on time and not lose any points."

If the trail pace didn't take a toll, the terrain did. There were rocks, rocks and more rocks. Not the smooth kind, but ones with sharp edges which caused flat tires by the score.

By the first gas stop at the end of loop one many riders were already in the pit area and out of action. "I got three flat tires right in a row and ran out of air bottles," said Tom Reese. "It gets lonely out there when you have a problem because it seems like you're the only one on the trail."

"My engine seized," said Denny Reese. "I waited for it to cool and it started back up, but as soon as it got hot it seized again."

Scot Harden was in the pits with an improvised ice pack on his wrist. "I hit a rock and crashed, but not very hard," said Harden. "It must have been the way I landed because I badly tweaked the wrist I broke six months ago while racing in Africa."

Kevin Brown was hard at work on his bike at the first gas, but it was easy to tell his heart wasn't in it. "In between two flat tires, I hit a barbed wire fence and that zapped any remaining enthusiasm I had," said Brown.

The scores at the end of the first special test showed Fredette, riding a Kawasaki KDX200, was four points up on Cunningham at 441 with Hyde and Frank Stacy both at 451.

The second loop saw more riders falling behind and arriving well past their expected time at the second gas. Gary Davis was one rider whose luck wasn't running for him. "I've had everything except a flat tire," said Davis. "I smashed the exhaust pipe, the clutch is slipping, the throttle sticks, and just about everything that could go wrong has."

Fredette turned in the top score on the second special test and headed out for his final 34.1-mile loop of the blue course with a 22-point lead over Hyde, 846 to 868. Australian Geoff Ballard was one point behind at 869 with Kadlec and Jeff Russell at 884 and 907, respectively. The top five would remain the same as all zeroed the course.

Drew Smith saw his chance of a class win in the 500cc Four-Stroke class end with multiple problems on the trail which eventually cost him 55

THE KTEAM WINS!

Heinz Kinigadner

Kees, Kinigadner and KTM teamed up to score victories in opening rounds of the 125cc and 250cc World Championship Grand Prix Motocross contests.

Kees Van der Ven finished 1 and 1 in the two motos of the 125cc World Championship Grand Prix at Vittorio Veneto, Italy, April 8, making a dramatic start to the 1984 season.

To make it convincing for the K Team, Heinz Kinigadner finished 4 and 1 for a first overall at the 250cc World Championship Grand Prix at Jean D'Angely, France on the same day.

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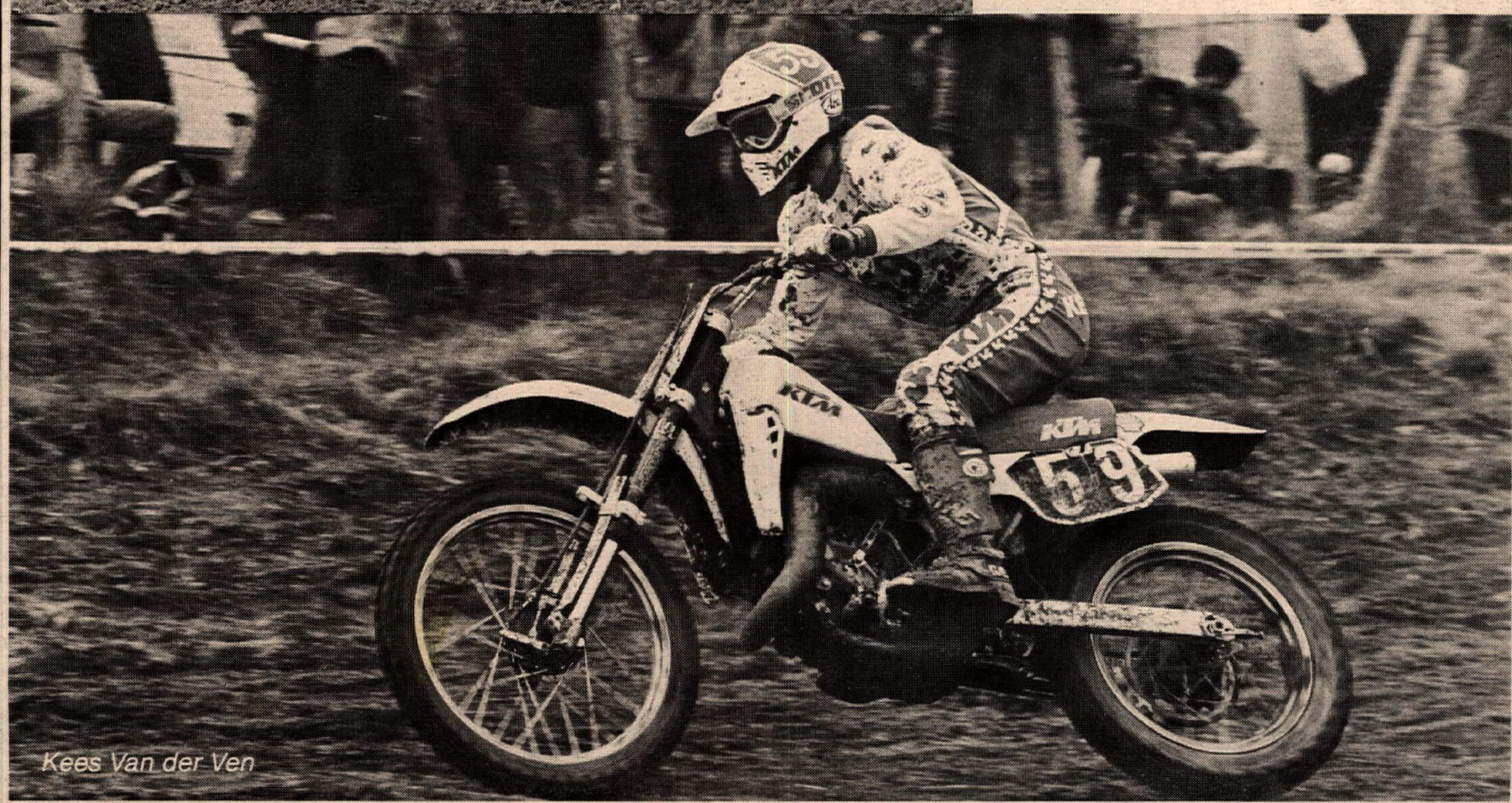
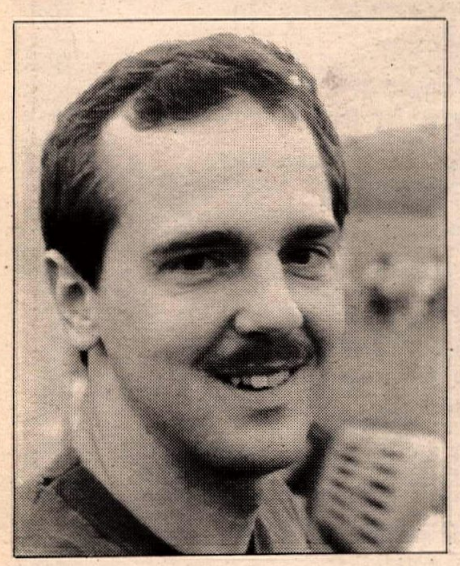

Kees Van der Ven

(Above) Third overall Jeff Russell. (Below left) Wally Wilson, the 500cc Intent winner. (Below right) Top four-stroke pilot Larry Roeseler.



minutes and added 3300 points to his overall score.

Flat tires took Frank Stacy out of action for good. Stacy, with three flats in a row, ran out of air bottles and then found there were no more riders behind him. He rode backwards on the course until he found a checkpoint where he was able to repair his tire, but by that time he had houred out.

Kevin Davis was in the pits for good. "I thought I had cured my bad luck," said Davis. "I was finally going good, but I hit a tree and broke the right side radiator on my Husky. That ended my day."

Cunningham had a radiator problem of a different kind, but the result was the same. "I crashed in a rocky section," said Cunningham. "The exhaust pipe must have been knocked out of line a bit because it pinched a radiator hose. I didn't know anything was wrong until I ran the second special test. The bike kept running slower and slower until the engine seized."

Hyde led the 125cc Intent class standings at the end of the day with Fredette on top of the 250cc results. Wally Wilson held the top spot in the 500cc results while Roeseler was the top 500cc Four-Stroke rider.

The atmosphere in the work area next to where the bikes had been impounded for the night was very serious for the next 38 riders starting day two. The weather was clear and cool.

The trail was run in the opposite direction for day two with some new sections added in. The mileage was again 139.6

Everyone took advantage of the 10-minute work period before starting, with some trying to do major repairs. Keith Moore worked feverishly on his Kawasaki to put on a new front brake assembly after having mounted a new rear tire before impounding his bike the night before. He barely made it through the start on his minute. His work was in vain and he was out of action with brake problems halfway through the day.

One rider who had a large gallery watching him work was 17-year-old Randy Hawkins. He was being initiated into the art of quick tire changes under the watchful eyes of Hines, Barry Higgins and George Burch. Hawkins was riding his first ISDE Qualifier, but you wouldn't know it from watching him as he absorbed all the information and never skipped a beat in his work. Higgins had prepared Hawkins' Husky and was handling the overall pit crew work for Hawkins and Hines, until Hines bowed out.

Most riders changed rear tires. Fredette replaced his rear sprocket, but not the rear tire. Drew Smith went with new rubber, a new chain and rear sprocket.

Vic Ely was one rider whose work didn't go as planned. He missed his key time by seven minutes while he tried in vain to get his bike to start. "It's not the ideal way to start the day," said Ely before charging off.

Roeseler's bike wouldn't start either. He spent nearly five minutes and countless kicks trying to get the engine to run.

With few problems on the trail for the top riders in each class, the battle came down to special test scores.

Ballard edged Fredette by one point in the first test, but Fredette still maintained a comfortable lead at the top of the results sheet.

Lady Luck threw a curve at Ballard during the third loop and the 24 minutes he spent curing the problem erased any hope of a top placing. He was running third overall at the time. A rag became ensnarled with his chain and front sprocket. "I spent 20 minutes trying to get the rag out," said Ballard. "At one point I became so frustrated I actually thought of trying to burn the thing out only I didn't have anything to light a fire with."

If the problem had shaken Ballard it didn't show as he was the quickest rider in the second special test by a full 12 seconds over Fredette and Kadlec.

James Gunselman was the second and final retirement for the day. His ride ended two checks from the finish.

Bob Shillinger received a special welcome at his final gas stop in the form of a banner wishing him a happy birthday. Shillinger's present was a trouble-free day and a move from fourth to third in the 500cc class.

Before impounding his bike at the finish of day two, Jeff Russell opted for a new rear sprocket. Hyde went for a rear sprocket and new back tire.

Kadlec almost had his ride end when he crashed late in the final loop. "The throttle slide twisted in the carburetor and then I lost the spring which holds the needle in. I thought I was out for sure, but the bike kept running and I made it to the finish without losing any points," said Kadlec.

"I was within a mile of the finish," said Alvin McCannon, "when I broke my chain and then had two spark plugs foul. That cost me 360 points for the six minutes I lost fixing things. Up to there I had zeroed the course."

Fredette, with 1617 points, led the day two standings and was on top of the 250cc class. Hyde held the top 125cc score and was second overall at 1658 with third overall to Kadlec at 1662. Russell, at 1710, was fourth over 500cc Four-Stroke class leader Roeseler's 1717 points tally. Wilson continued to lead the 500cc class and was sixth overall with 1780 points.

Overcast skies greeted the 36 starters on day three. The original schedule called for three loops (103.9 miles) to be run with one grass track special test and a MX-style final test with 10 riders per five lap moto. Trail master Paul Roddon told the riders they would ride only two loops if there was heavy rain.

Hyde began his lonely ride as the first rider out while Roeseler was the final rider away from the start.

Tony Mitchell was the only rider to retire on day three. He was only two miles into the first loop when his engine began to run raggedly. He returned to the pits and spent half an hour trying to trace and repair the problem. When none of his changes worked he parked his bike.

Halfway into the loop it began to rain heavily and the wind picked up. Word went out to cut the ride to two loops. Shortly afterward weather service reports had the path of a tornado headed toward the general direction of the ranch and the trails. It was quickly decided to halt the event at the end of the first loop, impound the bikes, run the special test, impound the bikes again and then give all the riders a 10-minute work period before running the final test.

One rider who wasn't taking any chances was McCannon. He pulled off the trail into a ravine and waited some 10 minutes "until the wind stopped snapping the tops of the trees off."

It was Hyde's turn to shine in the special test as he turned in the best time. The course, turned to slick mud by the heavy rain, gave most riders fits. Ballard crashed in the middle of an uphill section and manhandled his bike upright, then ran alongside it the rest of the way up the hill.

Fredette headed into the final test with a 40-point margin, 2072 to 2112, over Hyde with Hyde holding an 11-point edge on Kadlec's 2123 score.

The first moto was run in a heavy downpour. Hyde took an easy win by 27 seconds over KTM's Jack Penton, who had encountered problems on day one and picked up 1560 points to end any hope of a top finish. Hyde's 1158 score was the best of the day.

Russell won the second moto and turned in an 1184 performance which was second best for the day.

The third moto was the decisive one. Fredette and Kadlec were joined by Ballard with Ballard taking the holeshot, but losing the lead to Fredette halfway through the first 1.5-mile lap. Fredette quickly pulled away and was in total command for the first two laps. On lap three, his hopes for the overall win were erased. "The bike was running fine and then suddenly the engine wouldn't run any stronger than an idle. I think some dirt got into the carburetor and clogged the main jet. Whatever the problem is, I feel like shooting myself. To be within two and a half laps of the overall win and then to have something like that happen is heartbreaking." Fredette finished the moto at a snail's pace.

Ballard reeled in Kadlec for the moto win, while Wilson and Roeseler won the remaining two seven-man motos.

When the final results were posted it was Hyde's 65-point better final test score that moved him into the top spot over Kadlec. Third overall went to Russell with Four-Stroke class winner Roeseler and 500cc class winner Wilson rounding out the top five. Fredette finished sixth overall.

"I'd like to thank Dick Farris for all his help and also my wife Betsy, my sister Marsha and Terry Cunningham," said Hyde. "This is my first win in a National caliber event and it feels good. Jeff (Fredette) lost it the tough way and I know how he feels because I've been in that position myself."

"Since I moved to Colorado from Minnesota a year and a half ago I've really gotten good at riding rocks, but I've lost my talent for mud riding," said Kadlec. "I'm glad the run is over, although I had a lot of fun. Fredette was really in command and it's hard to lose like that. Ron's Husqvarna in Colorado Springs has been a big help to me and I know they'll be happy to hear how I did." ●

Results

125cc GOLD: Mark Hyde (Hus) 3270.

SILVER: Randy Hawkins (Hus) 3726.

BRONZE: 1. Jack Penton (KTM) 4910; 2. Mike Rosso (KTM) 5944; 3. Brian Mull (Yam) 6928; 4. Jim Norris (KTM) 9042; 5. Dan Dillon (KTM) 9438.

250cc GOLD: 1. Fritz Kadlec (Hus) 3346; 2. Jeff Russell (Hus) 3365; 3. Jeff Fredette (Kaw) 3566; 4. Charles Halcomb (KTM) 3678.

SILVER: Fred Hoess (Hon) 4213.

BRONZE: 1. Bill Harding (KTM) 4776; 2. Dwight Rudder (Hus) 4921; 3. Geoff Ballard (C-A) 5028; 4. Reed Bright (KTM) 5355; 5. John Blythe (Hus) 5721; 6. Zack Elkins (C-A) 5746; 7. Jamie Burgess (KTM) 5804; 8. John Schuler (Hus) 7906; 9. Bob Elliott (KTM) 8246; 10. Morris Norman (Hus) 9908; 11. Mark Mauz (KTM) 11051; 12. Michael Toole (Hus) 11290.

500cc GOLD: Wally Wilson (Hus) 3482.

BRONZE: 1. Bob Shillinger (M-S) 4894; 2. John Bruckbauer (Hus) 4960; 3. Vic Ely (Hus) 7028; 4. Dwain Taylor (Hus) 8301; 5. Calvin Smith (Hus) 8966; 6. Alvin McCannon (Hus) 10055; 7. Bill Fillmer (Hus) 10894.

500cc 4-STROKE GOLD: Larry Roeseler (Hus) 3409.

BRONZE: 1. Drew Smith (Hon) 6707; 2. John Haaker (KTM) 7142.

TEN YEARS AGO

Led by **Giacomo Agostini,** all the factory road racers and major privateers boycotted the World Road Racing Championship Series round at the Nurburgring in West Germany. The boycott was the result of a lack of haybales to protect riders from the dangerous Armco barriers around the track. West German **Helmut Kassner** (Yam) won the 350cc GP, and in the 250cc GP, only eight riders competed.

The AMA announced that **Mel Parkhurst** had been named professional competition manager. The MIC announced (seven press releases' worth) that **Matt Matsuoka,** public relations director at American Honda, was elected chairman of the board of the MIC.

The DRA's California City Grand Prix was highlighted by its 100-mile Amateur/Expert race. **Danny LaPorte** (Pen), more well known for his MX prowess, was on his way to the win when he got a flat rear tire at the end of the third of five 20-mile loops. LaPorte rode the fourth loop on the flat, the fifth on the bare rim, and was passed for the lead by Bultaco rider **Doug Winchell** only two blocks from the finish in the middle of town. LaPorte carried on for second, with **Steve Staats** bringing in a big four-stroke Honda for third overall.

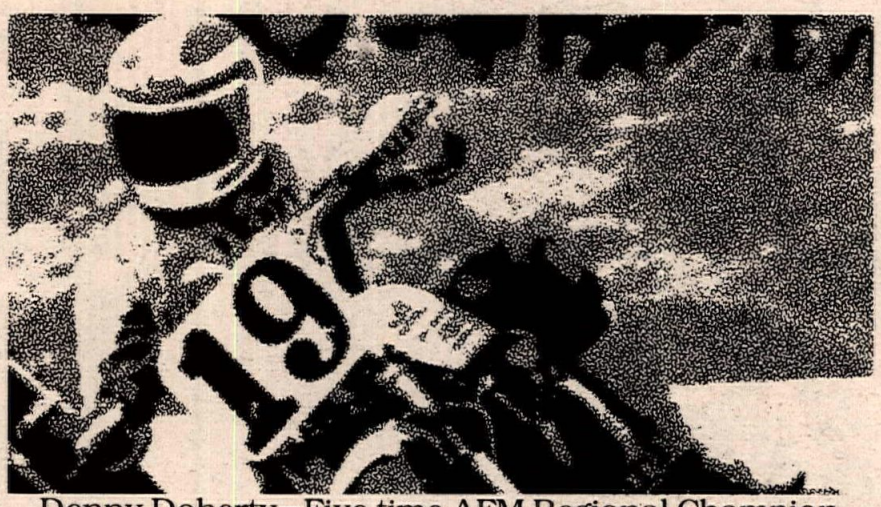
The AMA National MX Series moved to Bruceton Mills, West Virginia. The first 250cc National moto was held up after Can-Am's **Gary Jones** discovered that someone had attempted to sabotage his machine by putting sugar and water in the gas tank instead of the more usual gas/oil mix. Jones recovered to finish second overall behind Yamaha's **Pierre Karsmakers,** who won both motos. In the 500cc ranks, **Mike Hartwig** looked like an easy winner after taking the first moto and leading half the second one. But his seat came off the factory Yamaha, and he dropped back in the pack while CZ-mounted privateer **Tony DiStefano** advanced to take his second National win. Bultaco rider **Bryar Holcomb** finished second overall.

Mike Bast was on a tear in southern California speedway action, winning three consecutive Scratch main events as the week went through Bakersfield, Irwindale and Costa Mesa.

In a TT scrambles event at Perris, California, **Dorothy Rowe** took on the guys and showed them the way around the track, winning the 250cc Novice class over **Ralph Parker** and **Ray McCullough.**

Spectators had their choice of **Farias** at a Petaluma, California, short track. **David** won the 250cc Expert class on an Ossa, while brother **Mike** was second on a Yamaha.

Ron Pierce won a pair of GP classes at a CMC road race at Orange County International Raceway.



Denny Doherty—Five time AFM Regional Champion

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Denny Doherty, aboard his amazing *vintage* Kawasaki Z-1, swept two classes at Riverside and Sears Point—again. Denny's Koni shock fitted Z-1 dominated the Budweiser AMA/Pro/AM Open Super Street and Formula 1 classes at Riverside International Raceway. Denny followed up those victories with two more wins at the Sears Point AFM Open Super Street and Formula 1 races.

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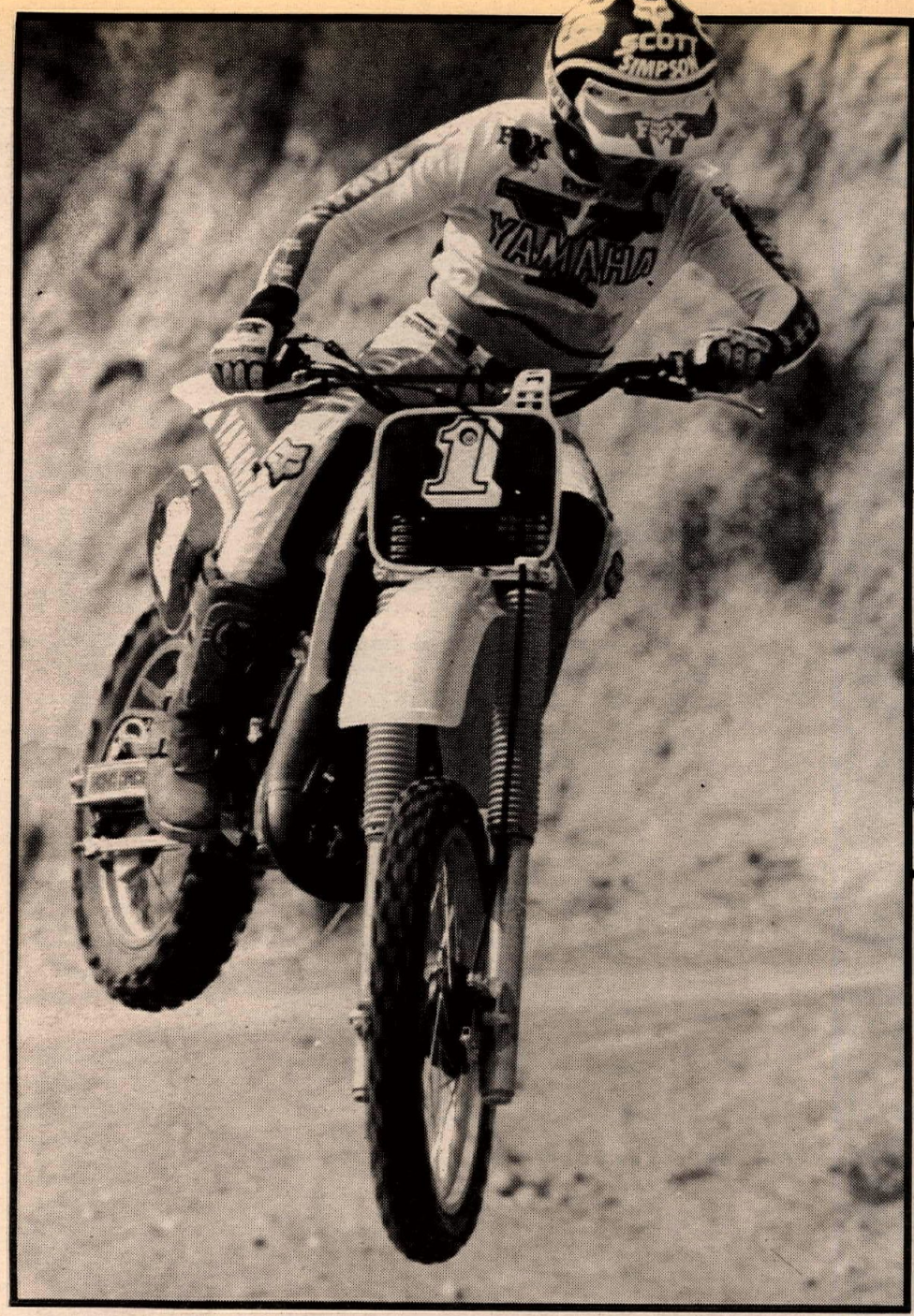
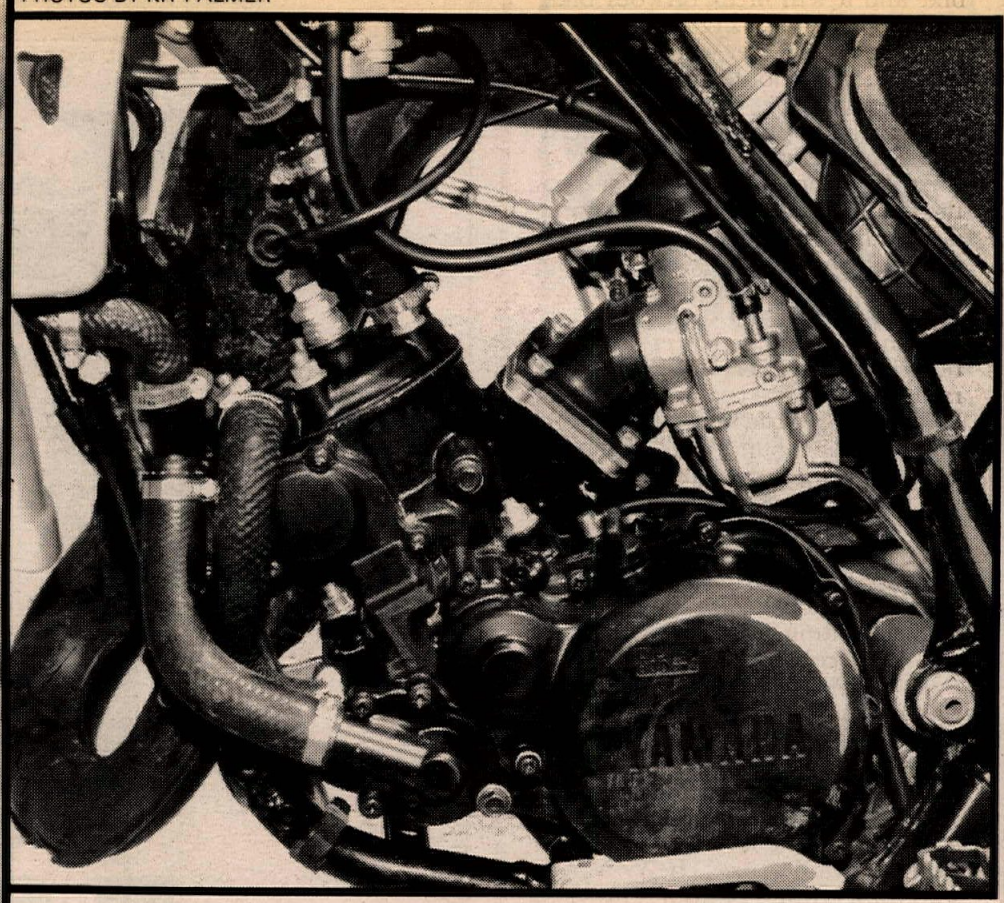


PHOTOS BY KIT PALMER



Test: 1984 Yamaha YZ125L motocrosser

The YZ without the zing

"We will race what we sell and sell what we race."
Yamaha Racing Manager Ken Clark

Clark must not have had the 1984 YZ125L in mind; Yamaha's selling them, but there aren't any factory Yamaha pilots in the 125cc Nationals. Broc Glover, who made his name on works 125s, is riding Open bikes; Ricky Johnson and Keith Bowan are on 250s. All three ride slightly-modified production YZs.

But nobody's on a YZ125.

That's a shame, because in recent years Yamahas have been major weapons for serious privateers on both National and local levels, simply because they were competitive right out of the crate.

The YZ's motor is a single cylinder two-stroke, water-cooled with dual radiators. It still incorporates the variable exhaust port which Yamaha calls the Yamaha Power Valve System (YPVS). Actual displacement is 123cc and the bore and stroke is 56 x 50mm. The carburetor is a 36mm Mikuni with reed valve induction.

The rear suspension uses a gas-filled, oil-damped single shock, with preload, compression and rebound damping adjustments. Linkages connecting the shock to the frame and swingarm are slightly different for '84, with 12.2 inches of wheel travel.

Up front is an air-adjustable, telescopic fork with 43mm tubes and high- and low-speed damping adjustments. Travel is 11.8 inches. Rake is 27.67° and the trail is 4.57 inches. Wheelbase is 57 inches.

The YZ125L has needed more power since its release: the first batch had carburetion problems that made the bikes slow. The cure was simple: drill four 1.3mm holes in the main jet baffle, and advance ignition timing from 1.24mm BTDC to 1.88mm BTDC.

These simple modifications made a big difference in available horsepower and were immediately incorporated into later YZs, before they hit the showroom floors.

An update report was sent to owners of early YZs, explaining the modifications.

But even after those changes, the YZ won't win any holeshot awards. Off the line, the YZ's good low-end power helps it keep up, but that doesn't last for long: from third gear on, the YZ has a hard time.

The YZ must be shifted at exactly the right point. The Yamaha rider must click up another gear earlier than he would on a Suzuki RM125 or a Kawasaki KX125, but the YZ can't be shortshifted, because it lacks mid-range power. Wait too long to shift and the power flattens out (unlike the Suzuki, which keeps on pulling and pulling.)

The powerband is too narrow, and that makes the bike tiring to ride for a 30-minute moto.

Fortunately the YZ has a strong clutch, because the clutch quickly becomes the rider's best friend: it bails him out when he shifts too early and the engine bogs. Fanning the clutch to keep the YZ going is easy, because the clutch has light pull — one finger does it, although most riders use two — and the clutch takes the abuse without dragging or slipping when engaged.

The Yamaha's six-speed transmission is equally strong, although we did occasionally miss the shift from second to third. But the shift lever return spring pin broke on our test

Yamaha YZ125L Checklist

	EXCELLENT	GOOD	FAIR	POOR
ENGINE PERFORMANCE:				
Low end	☐	●	☐	☐
Mid range	☐	☐	☐	●
Top end	☐	☐	☐	●
Starting	☐	☐	●	☐
SUSPENSION:				
Front	☐	●	☐	☐
Rear	☐	●	☐	☐
HANDLING:				
Turning	☐	☐	●	☐
Front brake	●	☐	☐	☐
Rear brake	☐	●	☐	☐
Rider maneuverability	☐	●	☐	☐
Front tire	☐	☐	●	☐
Rear tire	☐	●	☐	☐
MISCELLANEOUS:				
Seat	☐	●	☐	☐
Grips	☐	☐	●	☐
Levers	●	☐	☐	☐
Bar/peg/seat relationship	☐	●	☐	☐
Reliability	☐	☐	●	☐
Routine maintenance	●	☐	☐	☐
Kick starter	☐	●	☐	☐
Shift lever	☐	●	☐	☐
Plastic	●	☐	☐	☐
Detailing	☐	●	☐	☐
Owner's manual	●	☐	☐	☐

bike and it will break on your bike, too, if you own a YZ125L. When the pin breaks, the lever won't return by itself, but that shouldn't cause a moto DNF.

The exhaust pipe is tucked in nicely under the fuel tank, out of the way of the rider's knee. The head pipe exits the cylinder between the split frame downtube and comes up the right side of the bike. A short, stubby, steel silencer hides behind the right rear number plate.

Yamaha says the silencer should be repacked after every three hours of riding to maintain peak performance. We let it go a little longer than that, but we know of another reason why the company recommends that interval: the YZ sounds raspy even when new, and gets louder all the time. But knowing that, we can't understand why the silencer isn't easier to take apart. Instead of an easy-to-remove C-clip holding in the silencer core, the Yamaha has four pop rivets that must be drilled out. After repacking, the rivets must be replaced.

This is a case when an aftermarket aluminum silencer is definitely worth the investment.

Kick starting the YZ is a breeze, even though the lever is short and a little awkward to use. The YZ always starts after three or four jabs, and when the lever reaches the bottom of its arc, it smacks the footpeg without smashing the rider's shin.

This L model has the best suspension Yamaha's come up with yet for a 125. Last year's model couldn't compare to the Suzuki Full Floater, Kawasaki Uni-Trak and Honda Pro-Link, but this year it's different. The improvement came from linkage modifications and shock detailing. Out of the crate, the YZ is set up for riders weighing 120-130 pounds, but the Mono-X suspension soaks up the bumps without harsh bottoming even when a 150-pound rider jumps aboard.

The rear shock has a remote reservoir with a compression damping adjustment dial. There are 16 possible settings, and we received the YZ with the shock set at position (click) number four (one is softest, 16 firmest). We immediately bumped the adjustment up a couple more clicks for our 150-pound pilot, but didn't notice much change. So we turned the setting back to one, took a few laps, then dialed in number 16.

To our surprise, there wasn't a dramatic difference between the two extremes. Eventually we settled on position number six.

Shock rebound damping is adjusted by turning a collar on the shock body, and there are 21 settings. The standard setting is 11 clicks from the bottom, and we liked that fine for outdoor tracks. Setting the rebound firmer than that makes it too slow to respond, especially on tracks with many Supercross-style jumps or double jump.

On indoor tracks, the rebound should be turned down for faster response; the best way to clear a double jump is to compress the suspension at the base of the first part and spring off the top, gaining enough air to clear the second mound. Too much rebound damping slows down the "spring" enough to make that difficult.

In a field moving to disc front brakes, this Yamaha has a drum front brake, but it's an excellent brake. Like the rear drum, the front brake is strong and not prone to locking up. It has double leading shoes and responds well to one finger on the lever. Despite the braking power, the rider doesn't have to worry about the front end bucking because the brake is not grabby.

The rear brake doesn't lock when the rider doesn't want it to, which means that the back end doesn't kick around over rough, choppy braking bumps. But the rear brake does chatter, and the bike makes a loud noise when the rear brake is applied, the type of sound made by a front tire hitting a fender. The noise is caused by the chain slapping against the hard nylon swingarm slider and knocking against the shock linkage mud flap. But although the racket sounds nasty, it doesn't cause any damage.

New this year is Yamaha's Z-spoke design. The wheel spokes don't run from rim to hub, with a nipple at the rim end and a head at the other. Instead, the Yamaha spokes have two

Specifications

Engine

Type .. Liquid cooled, 2-stroke single cylinder.
Displacement ..... 123cc.
Bore x stroke .... 56 X 50mm.
Compression ratio ..... 9.9:1.
Starting system..Primary kick.
Carburetion ... 36mm Mikuni.
Lubrication system .... Premix (24:1) Yamalube R.

Transmission

Primary drive ..... Helical gear.
Primary drive ratio ... 3.333:1.
Final drive ..... #520 chain.
Final drive ratio ..... 4.000:1.
Transmission type .... 6-speed constant mesh.

Gear ratios
1st 2.462
2nd 1.857
3rd 1.500
4th 1.250
5th 1.105
6th 1.000

Clutch ..... Wet, multi-plate.
Transmission oil ..... 0.80 qt.

Chassis

Frame type .... Double cradle.
Rake ..... 27.7°.
Trail ..... 4.57 inches.

Suspension

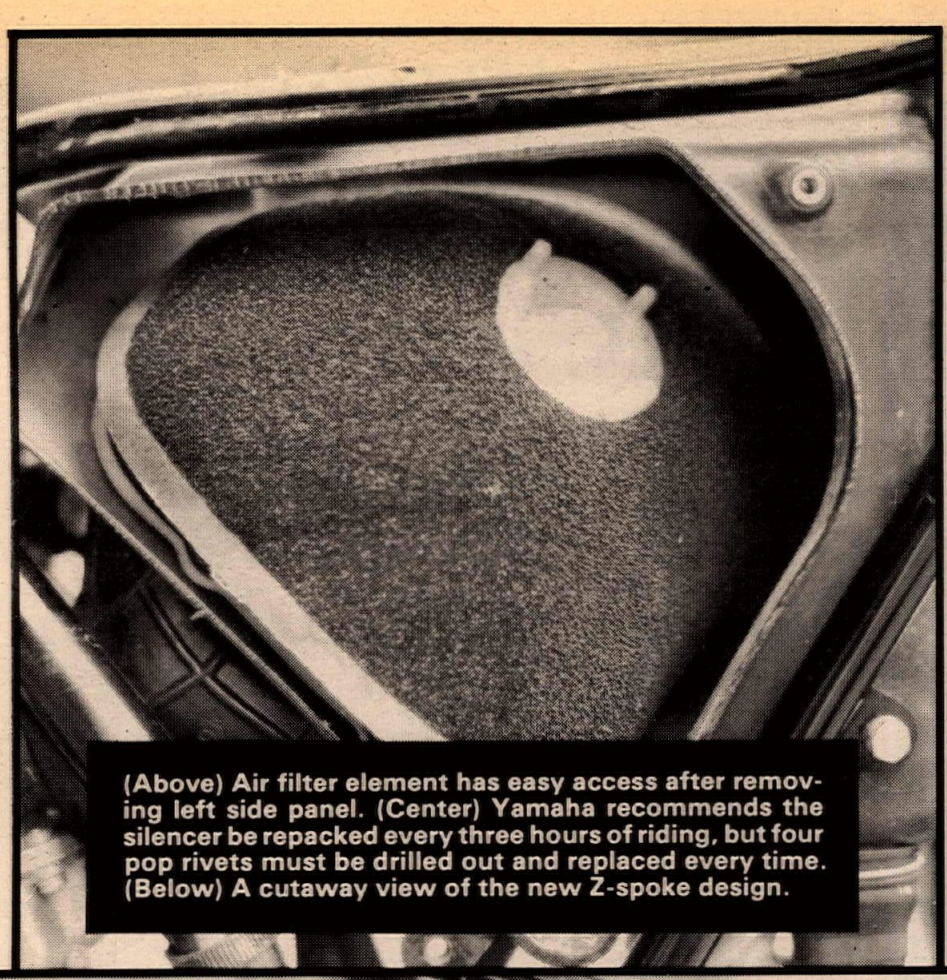
Front ..... Telescopic fork
Rear..Swingarm, single shock
Wheel travel front..11.81 inches.
Wheel travel rear..12.20 inches.
Front brake type ... Drum, dual leading shoe.
Rear brake type ..... drum.
Front tire ..... 90/90-21 4PR Bridgestone
Rear tire .... 120/80-18 4PR Bridgestone

Electrical

Ignition system..CDI Magneto
Generator system..Flywheel magneto

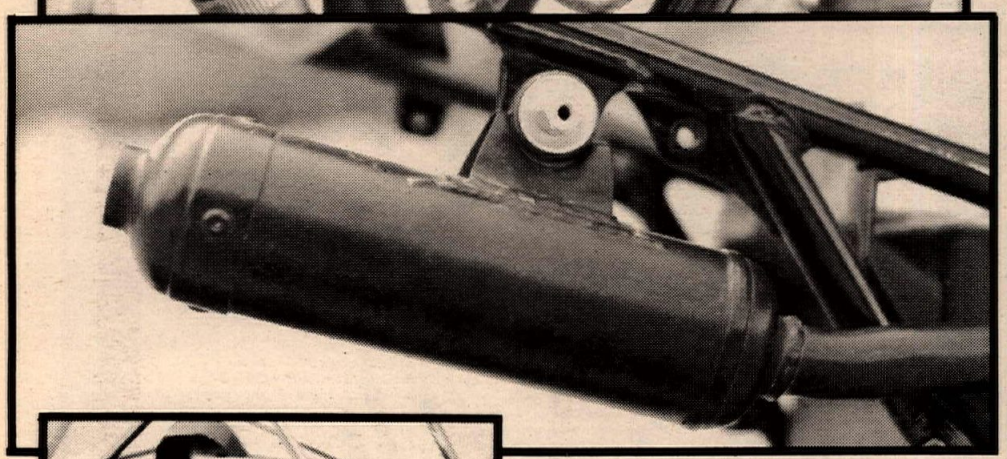
Dimensions

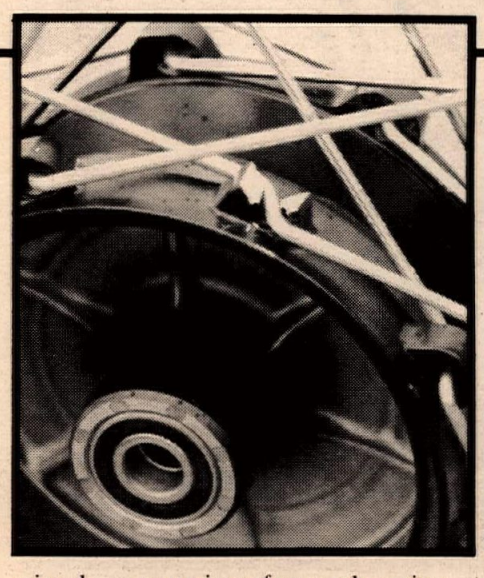
Length ..... 84.05 inches.
Width ..... 33.46 inches.
Height ..... 48.43 inches.
Seat height .... 36.61 inches.
Wheelbase ..... 57.08 inches.
Ground clearance..13.78 inches
Net weight ..... 207 lbs.
Fuel tank capacity ... 1.98 gal.
Suggest retail price $1899



PHOTOS BY KIT PALMER

(Above) Air filter element has easy access after removing left side panel. (Center) Yamaha recommends the silencer be repacked every three hours of riding, but four pop rivets must be drilled out and replaced every time. (Below) A cutaway view of the new Z-spoke design.





nipples, running from the rim through the hub eyelet and back up to the other side of the rim. The Z-spokes cure the old Yamaha problem of collapsed wheels on tracks with big jumps. At least we didn't have any trouble with breaking or even loosening spokes. However, a few pros on the National circuit have broken Z-spoke wheels.

Earlier we mentioned the shift lever return spring pin, pointing out that its breakage wouldn't cause a moto DNF. But our test bike's right-side chain adjuster broke, and that *would* cause a DNF.

It seems that the puller — the part the adjuster bolt screws into — broke, allowing the axle to slide forward; that in turn made the chain very loose. Fortunately the chain did not derail.

Chain adjuster failures have been a problem with larger YZs, although company spokesmen say it's rare on 125s.

Pulling three phillips head screws and one nut makes it possible to remove the air cleaner. The air box is well sealed and keeps dirt and water out, although many riders enlarge the intake for more air flow. The filter itself is oiled foam with a coarse texture, and it looks like it will last for a long time.

Yamaha recommends replacing the piston rings after every third race, and the piston itself every fifth race.

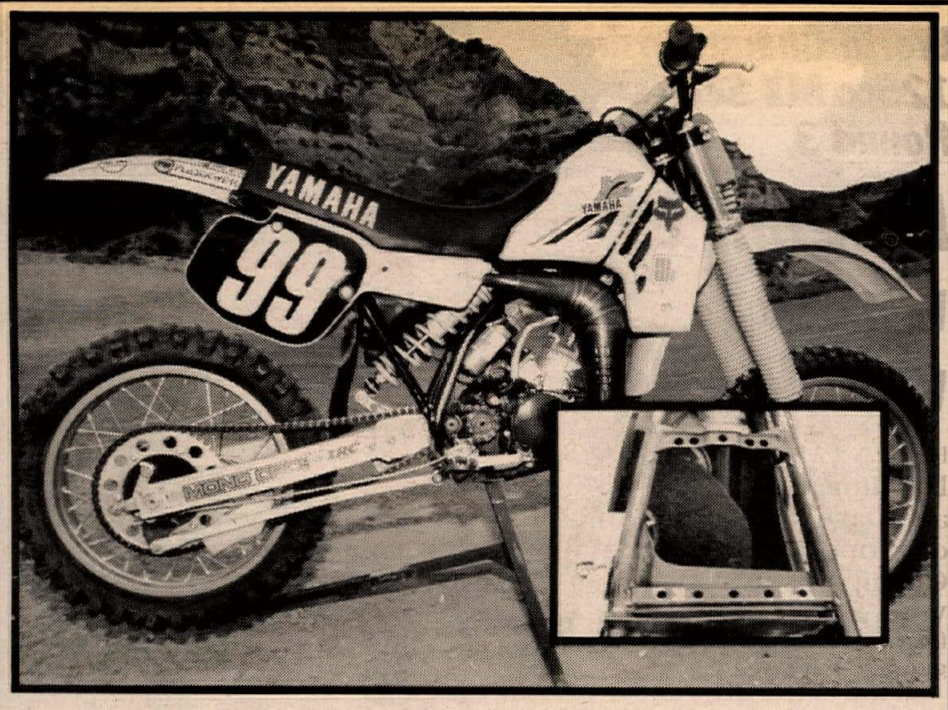
Details are first rate. The grips are comfortable and don't fall apart after a few rides. Both the clutch and front brake levers have dogleg bends. New red and black tank decals don't bubble up, although they do get torn by the rider's knees after a few rides.

The bright, yellow plastic fenders and radiator shrouds have a smooth, glossy finish and hold up well in crashes. But the separate, unattached sidestand is clumsy to use. On the other hand, the 80-page owner's manual is full of helpful diagrams, photos and tables — it's excellent. There's also a race-prep and tuning guide dealing with suspension tuning, jetting and other competition tips.

All that won't make the YZ125L a winner in its class. Every advantage or disadvantage is a big deal in the 125cc class, probably the most competitive competition in motocross. The YZ has a few advantages, but the lack of power outweighs every advantage and then some.

There's not enough power to take advantage of the handling, and the handling isn't so good that it can make up for the lack of power.

Making the YZ125L really work — that is, making it produce enough power to be competitive — will take time and money, more time and money than most people have. •



Mike Beier's National YZ125L Yamaha:

Adding the zing

By Kit Palmer

There is hope for the Yamaha YZ125L. Several one hundred dollar bills and a couple of hours in the garage can turn the YZ into a national caliber weapon. The proof is

Yamaha support rider Mike Beier, currently third in the 125cc National points behind Kawasaki's Jeff Ward and Honda's Johnny O'Mara. We recently had the chance to take a few hot laps on Beier's Yamaha and found out what makes his YZ one of the most competitive machines on the circuit.

The first mod Beier made to his YZ was enlarging the air intake of the airbox by cutting the outer rim and a small section on the left side panel. This let the bike breathe better, and the clip on the jet needle was dropped one notch.

An aftermarket pipe is a must for the YZ. Beier's bike is equipped with PSI expansion chamber, which he feels is the best for the YZs.

Instead of buying a new pipe, many riders cut the stock pipe in half at the widest point of the header, removing 10mm to 20mm before the pipe is welded back together. According to Beier this trick works but not as well as a new pipe.

The stock cylinder was trashed for an "L" chrome-bore, hop-up-kit barrel ported by Paul Thede of Paul Thede Race Tech. The barrel comes in kit form only, including pipe, piston and ring set, head and base gaskets, intake manifold and a main and needle jet. (Look for details on the hop up kit in a future issue).

Beier's uses a 38mm Mikuni carburetor over the stock 36mm. But Thede said a larger carb is not necessary, because the stock carb can be rejetted to suit the needs of the pipe and porting.

The reed valve cage was modified, and Boyesen fiber reeds replaced the stockers. The fiber reeds are more sensitive to throttle response, aiding low end; fiber reeds also won't ruin an engine if they break (steel reeds will).

Thede also did all the suspension work. The rear shock was revalved to relieve low speed damping over the smaller bumps; it was speeded up for the bigger bumps. Beier weighs around 150 pounds, so an optional heavier spring from Yamaha is fitted. The stock oil is changed for high-tech Spectro suspension fluid which can't be found on the shelves of your local motorcycle shop. The trick oil is very resistant to heat fade.

The fork was revalved for the same reasons as the shock, and 10 wt. Spectro fork oil is used measured at 140mm below the compressed fork tubes without springs. No air pressure is used.

Beier's Yamaha is a rocketship. Although some low end was sacrificed, mid-range and top end power more than made up for it. The power comes on strong but is smooth enough not wear out the rider. The only problem is that Beier's clutch slips badly when cold. When it warms up, the slipping gradually became better but never completely went away. The slippage mainly occured in first and second gears, but the YZ hooked up from third gear and on.

Even though the stock YZ suspension is very good, Beier's Yamaha is much better. Sitting on the bike, the rear end seems too springy and soft. On the track, though, that mushy feeling goes away. Over sharp little bumps, the YZ is very smooth, and the same goes for the larger whoops. Every now and then, the rear end would bottom, but not harshly.

Here is the price breakdown to have a stock YZ built like Beier's from Paul Thede Race Tech:

Porting	$390
Shock Revalving (no spring)	$132
Spring modification	$35
Shock oil	$12
Fork revalving	$35
Fork revalving assembly	$30
Other parts used:	
Hop up kit (only cylinder used on Beier's YZ)	$390

For more info. contact Paul Thede of Paul Thede Race Tech: 714/594-7755.

World Championship 125cc MX Series: Round 3

Belgian GP win to van der Ven

HERENTALS, BELGIUM, APR. 29
Dutchmen Kees van der Ven and Davey Strijbos continue to dominate the 125cc World Championship action. Van der Ven, riding for the Austrian KTM factory, topped the tally in the Belgian GP with double moto wins.

Van der Ven's victories moved him into an eight point lead, 100-92, over 16-year-old wonderboy Strijbos with Cagiva rider Penti Vehkonen a full 20 points behind.

Honda rider Strijbos had to fight back in the first moto, coming from 12th spot after falling in the first turn on the start, to third place at the finish.

Corraddo Maddii was the only rider who looked capable of staying with the Dutch sand specialists. Maddii led for the opening half of the first moto before bowing to the pressure of Van der Ven and sliding back to second.

Results

1. Kees van der Ven (KTM) 1-1; 2. Davey Strijbos (Hon) 3-2; 3. Corraddo Maddii (Cag) 2-3; 4. A. Lejeune (Suz) 5-4; 5. Penti Vehkonen (Cag) 4-10.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Van der Ven (100); 2. Strijbos (92); 3. Vehkonen (72); 4. Maddii (60); 5. Lejeune (46).

World Championship 250cc MX Series: Round 2

Van Doorn wins in Austria

SITTENDORF, AUSTRIA, APR. 29
Suzuki rider Gert-Jan van Doorn won his first GP moto in the Austrian 250cc GP, to take the lead in the quarter-liter world title chase.

But his lead over local hero Heinz Kinigadner is only one point, the KTM man winning the opening moto but dropping out of race two after a front tire puncture caused him to crash.

Briton Jem Whatley, on a Suzuki, led the first race at half distance before a puncture dropped him to fifth.

Whatley also made a bid for a second race win, but this time a fall while dicing for the lead with French Yamaha rider Jacky Vimond left him to settle for second. •

Results

OVERALL: 1. Gert Jan van Doorn (Suz) 3-1; 2. Jacky Vimond (Yam) 2-2; 3. Jem Whatley (Suz) 5-2; 4. W. Wallinger (Puc) 7-3; 5. Marc Velkeneers (Gil) 4-9.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Van Doorn (54); 2. Heinz Kinigadner (53); 3. Velkeneers (47); 4. Vimond (42); 5. Whatley (38).

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29	Bomber Helicopter w/report	1 doz.	6.90
30	Night Flying Plane	1 doz.	6.90
31	Giant Chinese Airplane Assortment	1 doz.	12.90
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33	Chinese 4" Assortment	1 doz.	$ 5.10
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49	8 oz. Super Rocket w/effect	1 doz.	11.80
50	8 oz. Black Cat Rocket w/report	1 doz.	13.90
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PHOTO BY NICK HARRIS

Georges Jobe, here leading Andre Malherbe, made good use of a second moto crash by Malherbe to win the 500cc World GP round in Switzerland.

World Championship 500cc MX Series: Round 2

Jobe over Malherbe in Switzerland

By Neil Webster

PAYERNE, SWITZERLAND, APR. 29

Belgian Georges Jobe had the Swiss 500cc GP victory handed to him on a plate. Honda number one Andre Malherbe took the first moto win after a great battle with Kawasaki's Jobe, and looked to have a double in the bag as he held a 15 second lead with five laps of the second moto to go. But with his goggles muddied by a string of backmarkers, Malherbe changed line slightly, caught a bump with his front wheel and went down.

"It was stupid," said Malherbe, "but I'm still the fastest and the best and I will still be champion."

The slip let Jobe through for the win, with Malherbe's Honda teammate, 21-year-old Dave Thorpe from England, taking second.

Jobe now holds the series lead (72-64), eight points clear of Thorpe.

Hero of the day was Swedish reigning champion Hakan Carlqvist. Carlqvist broke a thumb in a practice fall a week before the GP and rode, against all predictions, with the thumb plated, screwed and stitched. He proved all the doubters wrong when he shot to the front of moto one and held the lead for over half the race.

"I didn't know how long I could last so I went to the front to set up a lead," said Carlqvist. He eased off in the middle of the race and dropped to fourth, but even then he wasn't finished.

A late rush saw Carlqvist put Thorpe's third place under real pressure in the closing stages, but the Briton was able to cope.

"I didn't know Carla was coming until someone pointed him out to me. Then I just gave it some more beans and it broke him," said Thorpe.

The Swedish iron man started the second leg and held second behind Malherbe for a handful of laps before dropping out with cramps in his good arm which was taking all the weight.

Former 250cc World Champion Danny LaPorte was America's sole rider, but didn't have the best of days. Eighth in race one after fighting off a tremendous last turn challenge from Honda's Andre Vromans, LaPorte's semi-works Yamaha broke a chain on the first lap of the second moto.

All eyes are now on Jobe, winner of the first two GPs of the year in his first 500cc season. As the GP circus moves to Spain the question is: "Can Jobe keep up his run of form and good luck?" •

Results

1. Georges Jobe (Kaw) 2-1; 2. Andre Malherbe (Hon) 1-3; 3. Dave Thorpe (Hon) 3-2; 4. Erik Geboers (Hon) 5-5; 5. Laurence Spence (Kaw) 6-6; 6. Andre Vromans (Hon) 11-4; 7. Jukka Sintonen (Hon) 10-7; 8. Hakan Carlqvist (Yam) 4-*; 9. Dave Watson (Kaw) 7-*; 10. Stephen Densmare (Yam) 13-10.

* Denotes a finish out of the top 15.

500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Georges Jobe (72); 2. Dave Thorpe (64); 3. Erik Geboers (55); 4. (TIE) Andre Malherbe/Hakan Carlqvist (49); 6. Laurence Spence (39); 7. Andre Vromans (38); 8. Dave Watson (29); 9. Danny LaPorte (19); 10. Stephen Densmare (18).

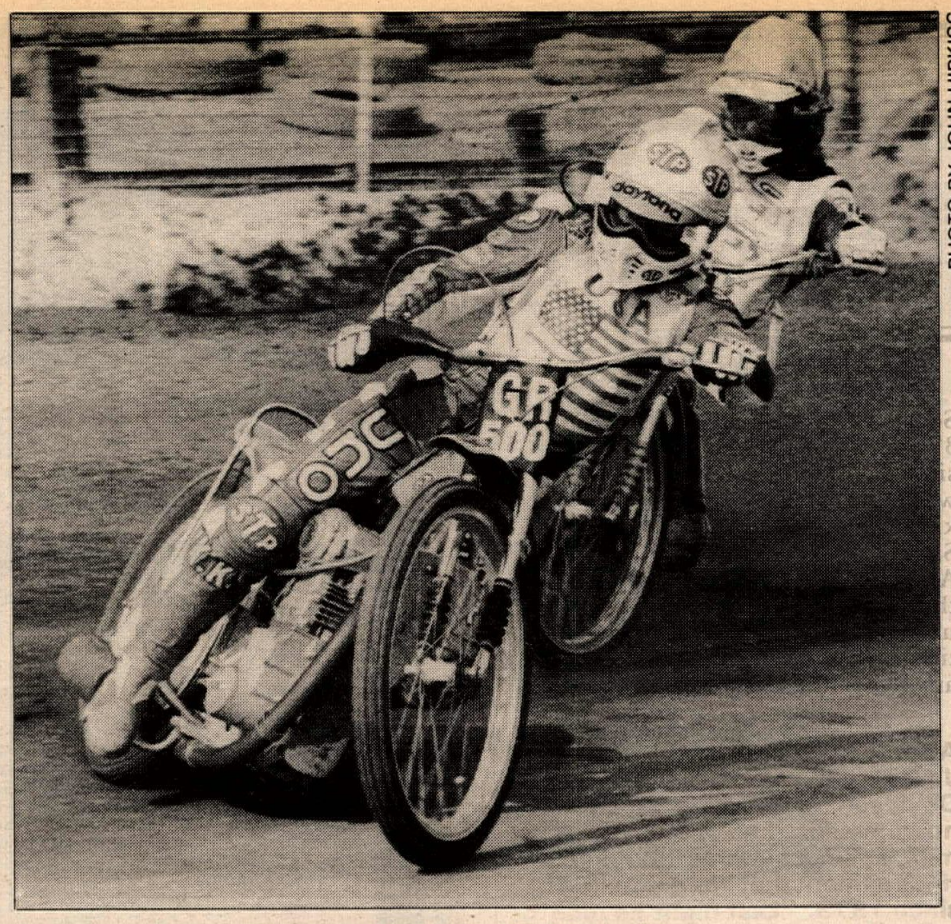


PHOTO BY JOHN HIPKISS

American Shawn Moran leads England's Michael Lee.

England/USA Speedway Match Race Series: Round 2

England ties it up

By John Hipkiss

SHEFFIELD, ENGLAND, APR. 29

The six-man English team reversed the score of the first round and knotted the series with the Americans at one each with three left to go.

Just like the first race, the English sun made the Sheffield track a dustbath with the riders barely seen after the first lap. That didn't deter the riders from turning in some of the best racing in a long time.

It was hardly surprising to see that World Long Track Champ Shawn Moran, riding on his home British League track, led the American scorers with 15 of a possible 18 points. Moran twice beat the meeting's top scorer, England's Mike Lee, who had 16 points from five rides.

England never led the match until just before the halfway point. Prior to that, five races ended with the points split, 3-3. Heat four was a 5-1 American victory when Dennis Sigalos and Bobby Schwartz led home Chris Morton and Simon Wigg. England got a little of it back in the next race when John Cook was pushed into second place by Dave Jessup and Peter Collins snatched the final point from Lance King. The same English duo took a win over Sigalos and Schwartz in race seven.

The turning point came in race nine, where England scored its only 5-1 victory of the day. In a real nail-biter, Wigg and Morton held off Moran for maximum points and went into halftime with a 29-25 lead.

Until that race, English team manager Carl Glover had written off any hope that Moran could be beaten. But the win boosted English spirits tremendously, offsetting the news that team captain Kenny Carter had broken his leg a week earlier at Cradley Heath and will be out of action for at least two months.

The next nine races saw the Americans lose some of their grip on the meeting, winning only one race, that a 4-2. As in the first half, five races were split 3-3 and the Britons won a pair by 4-2 scores.

American captain Schwartz started off well, with seconds in his first two rides, but after that could only score one more point and wound up with a low-for-him score of five.

Sigalos, riding as number two to Schwartz, won three of his races to end up with a tally of 14.

England had an eight-point lead after race 14, 46-38. The best race of the meeting followed when Moran triumped over Lee, snatching the three points from the lanky Englishman right at the finish. With the points from that race split, the Yanks were still eight points down. Race 16 saw Siggy and Schwartz pull a couple of the points back when they had a 4-2 heat win over Jessup and Collins.

Now just six points down with two races to go, the Americans were all behind the Cook/King duo. However, Lee rode to his fourth victory and assured the win for the English.

The final race was another dandy battle between Moran and Morton, with Morton just beating Moran for the victory. The final score was England 58, America 50. •

Results

ENGLAND, 58: 1. Mike Lee (16); 2. Simon Wigg (10); 3. Peter Collins (10); 4. Dave Jessup (10); 5. Chris Morton (9); 6. Neil Collins (2); 7. Les Collins (1); 8. Alan Grahame (DNR).

USA, 50: 1. Shawn Moran (15); 2. Dennis Sigalos (14); 3. John Cook (9); 4. Lance King (7); 5. Bobby Schwartz (5); 6. Sam Ermolenko (0); 7. Rick Miller (0); 8. Eddie Ingels (DNR).

The Latest POOP BY PAPA WEALEY

(Continued from page 3)

Southern California's AMA District 37 has adopted a new motocross division for persons over 40 who don't want to compete with Vets and other kids. The races are held at Sunrise, Saddleback and Perris, once a month. All six D-37 Grands Prix are also on the Senior Division schedule, and are usually listed in our Calendar section. To join, see Nate Sciacqua at any D-37 motocross event.

After placing second in the San Jose National Short Track, Harley-Davidson's Jay Springsteen was a no-show for the following day's mile, again a victim of the mysterious ailment that has plagued him since 1979. "Last night he didn't feel too good, and this morning he felt even worse. We've learned that it's best if he just stays in bed; coming to the track aggravates it even more," said Harley-Davidson Racing Manager Clyde Denzer.

Reliable sources indicate Kenny Roberts will be behind the wheel of a turbocharged Ford Mustang in the May 20 International Motor Sports Association (IMSA) three-hour endurance road race at North Carolina's Charlotte Motor Speedway. Roberts will probably share co-driving duties with 1983 Indianapolis Rookie of the Year Bobby Rahal. Roberts, under an assumed name, was involved in test sessions of the car at California's Laguna Seca Raceway just prior to his departure for England and the April 22-23 Transatlantic Challenge road races.

The AMA's Bill Boyce announced changes in the Superbike Road Racing Championship Series schedule. All three changes involve Pro-Am events. Originally scheduled for October, the Kent, Washington, round is now to be held September 8-9. The event at Southern California's Willow Springs Raceway is likewise moved up, to September 15-16. The proposed race at Woodbine, New Jersey, has been placed on To-Be-Announced status pending a decision on whether the to-be-constructed track there will be finished in time for the race. Boyce said that will be announced within a few weeks.

U-Haul will buy Jet Skis from Kawasaki Motors Corp. U.S.A. to rent at 1100 company-owned rental offices throughout the U.S. The agreement to supply the Jet Skis, which are manufactured at Kawasaki's Lincoln, Nebraska factory, prohibits U-Haul from selling the units. In announcing the agreement, Kawasaki President M. Tazaki said "We are confident that the U-Haul rental program will provide strong new sales opportunities for our dealers by supplying a location where potential purchasers can test ride the Jet Ski prior to buying." Honda's recent announcement of a similar agreement to sell ATCs to U-Haul was met with a lawsuit filed by the National Motorcycle Retailers Association.

(Continued to page 23)

Earl and Lucille Flanders accept the Dud Perkins Award from John Hasty.

In memoriam

Earl Flanders: 1911-1984

Mass was held on Thursday, May 3, for Earl Frederick Flanders, 72, at St. Andrews Catholic Church in Pasadena. Flanders died late Monday night, April 30, at his home in Sierra Madre after a lengthy battle with cancer. He is survived by a sister, Clara, and two brothers, Harvey and Gordon; other immediate family includes wife of 48 years, Lucille, and three sons, John, Bruce, and Paul, and seven grandchildren. Earl leaves behind a successful motorcycle accessory business — the Flanders Co. — and a host of friends and admirers who remember him for his pioneering spirit and dedication to the sport he loved.

Approximately 200 people attended the services, which included many recognized names in the sport and business of motorcycling. Among those present were Hap Jones, Bill Bagnall, Larry Hester, Dave Ekins, Ed Kretz, Andy Kolbe, Pete Coleman, John McLaughlin, Max Bubeck, Howard Weekly and Dennis Manning.

Only two days before his death, Flanders and his wife were paid tribute at the annual Trailblazers M.C. banquet in Pasadena. Earl and Lucile were unable to attend the event which was highlighted with the presentation of a plaque for their activities in the club and motorcycling in general. The April 28 banquet was the latest in a long series of praises and awards which have marked Earl Flanders' long and distinguished career.

Flanders was born in 1911 in Canada's Saskachewan province, the son of American parents who had emigrated there to homestead the land as farmers. If everything had gone as planned, life for Earl would have probably run its course in the countryside. But a hailstorm in 1923 wiped out the crops, and it was decided to relocate to the more hospitable climate of California. The Flanders family lived in Pomona for about three years before moving to Pasadena in 1925 where Earl would spend virtually the rest of his life.

While still living in Pomona, at age 13, Earl rode his first motorcycle. According to John Flanders, "His father had bought it as an economy measure, after World War I. But it scared him. My father wanted to give it a try, so he did and in time became very active in motorcycles."

Young Earl later tried his hand at high-speed, small package motorcycle delivery in Los Angeles in the late 1920s with the Arrow Delivery Service. Between himself and a partner, the company had a fleet of five motorcycles which were intended to serve the needs of businessmen in the up-and-coming west coast city. But the odds were stacked against Flanders. "On the third day," recalls Bruce Flanders, "One bike sent a connecting rod through the bottom of its engine cases, a truck ran over another, and a third got in a wreck." That was the end of Arrow Delivery Service.

But not Earl Flanders. He went to work for Ed and Earl Farrand in Pasadena as a mechanic in their motorcycle shop and kept racing on the side. However, not all speed activities were on the track, as Earl continually had regular encounters with the local police. At one point, Flanders' offenses were so extensive, one judge gave him the option of a voluntary hitch in the merchant marines or an involuntary time in jail. Flanders took the hint and shipped out for five years at seas.

After returning from the merchant marines in the late 1930s, Flanders resumed racing — this time speedway. He competed on the same tracks with Jack and Cordy Milne, Pete Coleman, Bird McKinney and Leonard Andres. The start of World War II put an end to the racing, and Earl went to work as a machinist in the aircraft industry.

During the war, Flanders became involved in many important defense projects, including a successor to the P-51 Mustang, but production was halted at the end of the war. When he wasn't doing his part for the defense effort, Earl still played around with motorcycles. One company Flanders worked for at the time was planning on producing an all-American motorcycle after the war, but it never saw light. At home in his own shop, Earl decided to make his own handlebars, but he was making them for friends soon thereafter. After the war, with his handlebars, Flanders launched himself into the motorcycle accessory business full-time.

In 1954 Earl's company was the western states distributor for NSU motorcycles, followed by BMW a few years later. The Flanders Company was the NSU distributor until the German manufacturer stopped production in the early 1960s. In 1971, Butler and Smith, the U.S. BMW importers, bought the remaining distributorship from Flanders. After that, Earl devoted his full business efforts to handling accessories. Oldest son John succeeded Earl as president of the firm in 1978, with brothers Bruce and Paul assuming other corporate positions.

As a sportsman, Earl Flanders is perhaps best remembered as the referee for the motorcycle records set at Bonneville Salt Flats, but he did more than that. Earl was a frequent enduro and off-road racer after World War II, before stopping in 1950. He was president and an activist in the Pasadena M.C., a founder of the Catalina Grand Prix, an organizer of the classic Greenhorn Enduro, a founder and president of AMA District 37.

But Bonneville is Earl Flanders' best-known accomplishment of his already famous deeds. Before he arrived in 1959, motorcycle activities were unorganized and a low priority item of Speed Week, which was dominated by car racers. Before Earl, there were no standards for engine displacements or the types of equipment used, and there was apparently little regard for safety. In fact, it wasn't unusual for a rider to go 150 mph in just swim trunks. But by bringing about a semblance of order, creating sensible rules, and improving the promotion of the event, Earl Flanders brought Bonneville up from an obscure oddity to the Carnegie Hall of high performance. Flanders was the undisptued master of the salt flats until he retired from that duty in 1976.

Earl remained active, however, as the AMA's west coast technical inspector and as a tech inspector at Daytona during Speed Week until 1982. It was in September of that year that cancer was diagnosed and treatments were begun.

Last year, at the AMA awards banquet in San Diego, Earl Flanders was presented with the Dud Perkins award for his dedication to the sport of motorcycling.

Dedication is the word that many of Earl's friends use to describe him. Obviously, the time that Earl Flanders had on earth was time well spent.

Keith Code, teaching speed at 1982 California Superbike School.

With Ricky Graham at Willow last week, preaching pavement.

From shoe man to Road Racing Guru:

Keith Code

By Dave Edwards

What do Liberace's shoes and road racing have in common?

If you guessed Keith Code, you're right. Before Code became a racer, and before he started his overwhelmingly successful California Superbike School, he manufactured high-fashion platform shoes. Besides Liberace, he fitted Elton John and Diana Ross.

Over 5000 riders have gone through Code's California Superbike School. Each paid $150 and spent half a day at a road race track; instruction, bike, leathers, boots, gloves and helmet provided.

Besides the basic California Superbike School, Code holds advanced courses for club racers, usually with guest instructors. In 1982 Eddie Lawson was the guest instructor; in 1983, Wes Cooley.

Code also instructs individual riders; he coached Wayne Rainey for 18 months, before and through the 1982 season. Rainey, who hadn't road raced before Kawasaki hired Code to teach him, went on to win the 1983 Superbike Championship.

Code wrote a book about his techniques, with an introduction (and endorsement) written by Rainey; Eddie Lawson wrote tips and comments that are printed in the margins throughout the $14.95 book, "A Twist of the Wrist." Over 9000 copies have been sold in the U.S.; a Japanese translation is in the fourth printing, with 18,000 copies sold.

"I decided I didn't like the people in the shoe-design business," says Code, 39, "so I sold my factory and went racing when I was 28. Before that, I had entered two or three club races, when I was 16 or 17, riding a Ducati 200. In the meantime I was a 'canyon crazy.'

"I had a terrific time riding; I started racing because it was fun. The Superstreet class really floored me, so I started going to the races. I went to the Nationals, got interested in Superbikes, did good and all of a sudden there I was.

"I got some sponsorship from Racecrafters and Kerker; before that I rode for Yoshimura. That was before Wes Cooley started riding for them in 1977. It was then that I made the all-time mistake of my career.

"I decided to build my own Superbike, and work on my own Superbike. That was pretty much the end of it right there.

"Pierre DesRoches said 'Hey, I'm going to build a Superbike and we can build two for the same price as one.' Of course that's a joke; but I started working on my own machine.

"I also started riding for Mel Dinesen, riding his TZ250 and TZ350. It was great. I had time to really work on my own riding when I didn't have to work on my bike at the track. I started jotting down things that I noticed about my own riding, and I began to ask the other riders about their riding, not how they did things, but more what their point of view was, how they felt about certain things. I began to develop a set of material, and I was using it to supervise myself and I began to help other guys with their riding. I called it the Keith Code Rider Improvement Program.

"It was a little two-day, $250 program, and it helped quite a few people. One of my first students was Dennis Smith; another was John Ulrich. I think a couple hundred people took the course. Some of them are still racing and some aren't.

Shoe designer, 1973.

"I began to talk to Kawasaki — they had been helping me with some parts for my Superbike — about doing a rider school. At the time, the industry was in good condition. Motorcycles were being sold. None of the manufacturers felt that any unusual method of promotion were needed at that time, so the yet-unborn Superbike School did not come into being.

"I continued racing. In '78 and '79 I did better, with Vetter company sponsorship: Reg Pridmore and I were a team. Reggie won the championship. I showed up at all the races, working on my own bike. I was in the top 10; I think the best I ever did overall was fifth place.

"Occasionally I'd run with the fast guys. I was developing my riding and I was having a hard time. The mistake is trying to work on your own machine and develp your riding at the same time. I knew I didn't have years and years and years to spend at this game, so at the end of '79, I decided to retire.

"I was 34 then. I began in earnest to push the school idea, and my partner, Richard Lovell, came over from England. He had worked at a school that operated over there, the British Motor Racing School.

"He told me that it wasn't really all that difficult to run a school. I began to push on Kawasaki again. Rom Lovil was the public relations manager. I pestered him mercilessly for a year until one day I was finally able to corner him. I realized then that he didn't know what I was talking about; the concept was completely new in the U.S. So I put it to him in clear, concise terms, gave him a definition of what the thing was going to be. He just clicked; he said 'Is *that* what you're trying to do?'

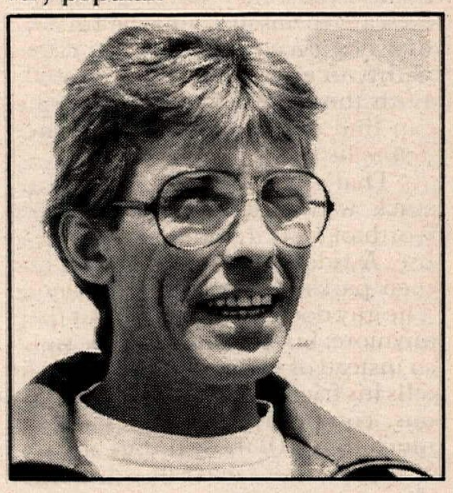
"I told him that the Superbike School could go nationwide, that we could have thousands of people come out and ride Kawasakis. It would be a terrific public relations activity.

"So Lovil finally said yes, as did the rest of the people at Kawasaki; Chuck Larson, Dave Dewey, basically the same people who come up when you talk to Wayne Rainey about his racing career, the same guys who chose Eddie Lawson and moved him into his road racing career. There was a very interesting group in the hierarchy at Kawasaki at that time.

"I was in there trying to get whatever we could get from Kawasaki. I was selling a product, the California Superbike School, and I figured the product could do certain things. I knew it wasn't going to happen overnight, but each one of the things that I said would happen has in fact happened.

"Kawasaki agreed to supply motorcycles, which made it possible for us to put the Superbike School into action in 1980. Every year since than it has increased in size and scope and number of students and it's performing the way it was set up to perform. Kawasaki is happy with it, we're happy with it and the rest of the sponsors are happy with it.

"Last year was our biggest year, and we covered 12 tracks. We added Portland, had Pocono, did Texas World. We had already been running Elkhart Lake and Loudon, and we did more schools at Willow Springs; Willow Springs seems to be getting very popular.



Racing Instructor, 1984.

"The thing that's neat is that when we first started everybody who came to the school was a street rider. We ran Riverside only, except at the very end of that first year, when he picked up a date at Laguna Seca. But the

The teacher as practitioner, racing a Superbike in 1979.

people who came were only interested in street riding; they were interested in improving their street riding; they were interested in getting out on the track to try it.

"Last year and this year, there has been a huge turnaround. Now 90 percent of the people who come to the school want to go racing. Over 50 percent of the riders who have come to the schools held in southern California have actually bought a racing license. We certify riders for the ARRA; attending our school is a prerequisite for a new rider in that club.

"We're getting guys off the canyon roads, and racing in the canyons is terribly dangerous and not nearly as satisfying. One trip to the road races, one Sunday, is as good as flogging your equipment on the street for a month, and in the end it's probably cheaper even though you're going to burn up more tires.

"That's happening around the country. The Superbike School is the single largest contributing force to club racing in the U.S. right now. People have the chance to come and try the track out, find out whether they like it or not. I'll tell them straight out whether I think they are going to be interested in racing or not. I'll tell them if I think that they're going to go out and spend a couple thousand dollars on trick leathers and tires and stuff for their bike, then wrap it up after a race and go home because they don't want to do it.

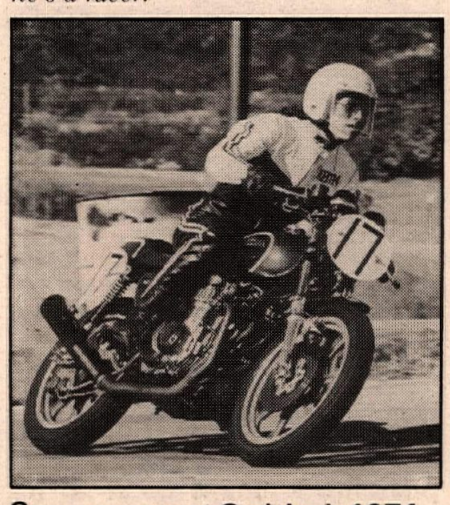
"A lot of riders try racing, then go home because they maybe crash, maybe scare themselves, maybe find out they don't have enough basic riding ability to go out there and improve. With the Superbike School, a rider can find out if he can do it or not, *before* he spends big money.

"That's better than a guy being stuck with $1000 or maybe $2000 worth of stuff that he's not going to use. A rider who buys the stuff and then parks it is bad PR for racing. The guy doesn't want to go out there anymore; but people like to be right, so instead of saying he can't do it, he tells his friends that racing is dangerous, costs too much, takes up too much time. All those things are true, but that doesn't make any difference if you *want* to go out and do it.

"Motorcycle road racing wouldn't by any fun if it wasn't dangerous. Danger is a barrier, a barrier you have to overcome. Not that one shouldn't be leary about falling off bikes; crashing isn't a goal that anyone would want to have. But racing is something that you have to make a commitment to. If you race, the chance of falling off is there. I think it adds a certain amount of spice to it. I think the higher the stakes, the more interesting it is.

"The reward is a terrific amount of satisfaction, the elation of doing it correctly.

"There's also prestige. Club racers, and there are over 5000 of them in the U.S., are opinion leaders in the world of motorcycling. If somebody on your block is a road racer, and you're a road rider, canyon racer, street racer, everything up to a tourer, he's the official word, the last word on your block, within your group, because *he's a racer.*



Canyon racer at Carlsbad, 1974.

"What works on the track will work on the street. The club racing scene has been the spawning ground for a great number of very successful products. You can go back and look over the list of people who are doing very well right now, who started off in the club racing scene: I mean Kerker, Dunlop. It's a lesson that shouldn't be forgotten, especially by the people who have these products out there. This is the spawning ground; these club racers are the opinion leaders, whether they are the best guy or they just go out and do it. The fact is that they are looked up to. They don't have to be Wayne Rainey or Kenny Roberts or Eddie Lawson or Freddie Spencer, they just have to be out there racing, and what they say goes.

"People want to be told and they want to be right. They guy goes out and buys a set of Sport Elite Dunlops and then he's got the best tires, right? Because everybody is running them at the road race. How can they not be the best tires?

"Now if people will just remember that, and act on it, we'll all be better off." •

The Latest POOP BY PAPA WEALEY

(Continued from page 21)

HosPITal STOP: MXer Lisa Akin sustained a broken left femur in a racing accident on April 22 and will be out of action for some time. Akin underwent surgery to repair bone damage on April 26. Cards and letters should be sent to her home address: 495 Leet Rd., Niles, MI 49120.

Ascot Raceway was expected to open a weekly program of Thursday-night speedway racing on a new track, but Agajanian Enterprises personnel say, "It has been delayed a month, and will probably open in June." Action will take place on a small track built at the north end of Ascot, rather than on the quarter-mile "long track" of past speedway seasons in Gardena.

To help commemorate their 25th anniversary, American Honda will soon be donating 2,500 late model motorcycles of assorted sizes to educational programs in all 50 states. American Honda will select public schools based in part on the following criteria: 1) A vocational motorcycle or related curriculum. 2) Instructor participation in Honda training (VoTech). 3) School program has active industry advisory committee with Honda representation. American Honda will also be working with Vocational Industrial Clubs of America (VICA) to select deserving schools with VICA-affiliated motorcycle programs to receive donations.

The management of Donington Park, hosts of the recent Transatlantic Challenge Anglo-American Match Race Series, was pleased enough with their venture to begin planning similar meetings next year. John Hasty, chairman of the AMA Board of Trustees, attended the races and confirmed a strong likelihood of a Match Race series in the U.S. in 1985 with Lexington, Ohio's Mid-Ohio Sports Car Course as the most likely site.

A tip of the *Cycle News* helmet visor to *USA Today* for their article on Kenny Roberts and accompanying information box on the top all-time AMA Grand National Championship winners in their April 18 issue. While some of the terminology (drivers as opposed to riders) and "facts" (Roberts *wasn't* the first American to road race in Europe) weren't spot on, the space was the most the nationally distributed newspaper has given to motorcycle racing to date.

Honda RS750D dirt tracker engines are available from American Honda Motor Co. for $8500. Interested racers should contact Keith Reeves, Honda's support program coordinator, at 213/321-8680.

A reminder that May 15 is the day a public hearing on the 3500-acre expansion of DeAnza Cycle Park will be held before the Riverside County (California) Board of Supervisors. The hearing, which begins at 1:30 p.m., will be held in the Riverside County Administration Center Board of Supervisors. The hearing, which begins at 1:30 p.m., will be held in the Riverside County Administration Center Board Room, 14th Floor, 4080 Lemon St., Riverside. The expansion would more than quadruple the size of the facility. Riders who would benefit from it are urged to testify at the hearing.

If you drag race the pro classes it pays to ride and win on Kawasaki. Kawasaki Motor Corp. USA has posted a contingency fund of $44,250 in cash with $26,850 going to riders in National Motorcycle Racing Association (NMRA) events and $17,400 to International Drag Bike Association (IDBA) riders.

This summer will bring two events to the United States which will certainly be of interest to touring riders. To prevent unnecessary problems for motorcyclists visiting the Olympics in Los Angeles and the World's Fair in New Orleans, the AMA has assembled information on parking and traffic at both locations. The '84 Olympics will be held in the Los Angeles area between July 28 and August 12. Most events will take place within a 25-mile radius of the city, and according to the California Highway Patrol a "motorcycle might be the best way to commute" due to already-crowded freeways made worse by additional visitors. Parking in all public lots at the Olympics will be open to motorcycles, although the highway patrol warns that parking fees will probably be high. "Parking is like gold," says the patrol's Olympic Planning Commission, which recommends that riders double up in parking spaces to help alleviate crowding. A complete guide to Los Angeles commuting may be obtained from the Commuter Computer, 3325 Wilshire Blvd., Suite 900, Los Angeles, CA 90010. Road closures, detours and traffic summaries are updated continuously, and this information is available for $12. A complete set of maps for the area is available by writing Thomas Brother, 603 W. 7th Ave., Los Angeles, CA 90017. There is a small charge for the maps, but the highway patrol recommends them. The AMA suggests that in the event of an accident or breakdown there are call boxes linked to police departments and placed in strategic locations throughout the Los Angeles basin.

Two-wheeled travelers who will be in New Orleans between May 12 and November 11 for the World's Fair should follow the "Trailblazer" signs along Interstate routes, then follow tour bus signs in the city to locate the fair area. Special motorcycle parking areas are located in the Tour Bus Terminal on South Peters Street between Phalia and Hunter Streets. As at the Knoxville World's Fair in 1983, motorcycle parking areas in New Orleans are secured. Additionally, because the parking areas are on asphalt, the AMA suggested and received assurances that thin plywood squares will be available to keep kickstands from sinking into summer-heated pavement. Upon arrival, riders should request the wooden squares from the terminal dispatch operators. One service the AMA provides to members is its Map Pac trip-routing program, which can point out to touring riders the best way to get from home to the Olympics or World's Fair and back. Information on this benefit or AMA membership is available by writing the Association at P.O. Box 141, Westerville, OH 43081.

HANNAH AND COMPETITION

Team Honda's Bob Hannah and Johnny O'Mara mow down competition in Motown.

On Saturday, April 28th, Bob Hannah rode to victory in the Silverdome Supercross.

Johnny O'Mara, hot rodder that he is, wasn't about to take a back seat to anyone.

So on Sunday the 29th, Johnny took the overall win.

Back to back wins for Honda. On machinery that left the competition punched out, chopped, channeled and generally feeling as if they'd been raked

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O'MARA FLY BY IN PONTIAC.

over the track. Bob's and Johnny's speed secrets? Tuners Brian Lunniss and Dave Arnold. And two Pro-Link™ equipped RC250s.

Definite technical advantages.

Proving once again that Hondas are the hottest set of wheels in town.

HONDA

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Costa Mesa — San Bernardino — Ventura — Auburn — Napa — Costa Mesa — San Bernardino — Ventura

SPEEDWAY WEEK

PHOTO BY PAUL HEFERNEN

Alan Christian took the Scratch main victory at Costa Mesa.

Christian, Oxley survive Costa Mesa

By Bill Locey

COSTA MESA, CA, MAY 4

Alan "Crazy" Christian and Brad Oxley won "crash night" at Costa Mesa. Twenty-five riders fell over, but all managed to exit under their own steam, causing the fans of vicarious violence to cheer themselves hoarse.

The three hottest riders in SoCal speedway — Christian, Mike Faria and Kelly Moran — joined John Sandona for the Coors Scratch main. Those three should win at least 90% of the Scratch mains at the three southern tracks this year. Christian drew the pole, got a perfect gate, and won the main without problem. Faria tried hard, but stayed second. Moran, unbeaten thus far, settled for third as his main event woes continued.

The Handicap main was radical with a capital "R". Greg Ayers and Tim McCasland were ahead by turn two. Behind them Oxley and Buddy Robinson, mixing equal parts compression and aggression, clanged together around turn one, and Kurt Strommer on the outside was cut down. Oxley, on the inside, pulled ahead of Robinson around turn two as they set their sights on the leaders. Oxley, with Robinson about an inch behind, nailed McCasland first, then went under Ayers a lap later. On the fourth bend of the fourth lap, Ayers centerpunched Oxley, sending both sprawling. Results: Race over. Reaction: Boos.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Mike Faria; 3. Kelly Moran; 4. John Sandona.

HANDICAP MAIN: 1. Brad Oxley; 2. Buddy Robinson; 3. Tim McCasland; 4. Sterling Cogar; 5. Greg Ayers; 6. Kurt Strommer.

SECOND DIV MAIN: 1. Moose Kennedy; 2. Randy Blevins; 3. Mark Weaver; 4. Dennis Hall; 5. Bob Ott; 6. Wayne Leutz.

THIRD DIV MAIN: 1. Oscar Salinas; 2. Walt Farnum; 3. Rich Sweaney; 4. Randy Roskamp; 5. Doug Benjamin; 6. John Mazzacane.

Ferris, Briggs capture Baylands opener

By Ronnie Allyn

FREMONT, CA, MAY 3

Speedway retured to the San Francisco/San Jose Bay Area for the first time in eight years at Baylands Raceway Park, where Tom Ferris fought his way to victory in the Scratch main event on the new one-seventh mile oval.

Riding a Weslake for Peterich Cycle, PJ1, Simpson Helmets and Interlink Motorcycle Accessory Distributing, Ferris was battling Dave Faria Jr. for the lead on the final lap when Faria slid high and fell coming off the fourth turn.

Rocky Robinson finished second on a Jawa, with Faria back up to take third aboard his Jawa. Fourth went to southern California's Dennis Briggs on a Godden.

In one of the best rides of his speedway career, Briggs came off the 30-yard line to capture the Handicap final on his B & B Foreign Auto/Oakley/Bell Helmets Godden.

Starting farther back than he ever had in First Division, Briggs was third on the opening lap, then ran down early leader Steve Martin on the third lap to take the lead. Buddy Robinson, up from the 50-yard line, was right alongside of Briggs on the final lap, but caught a rut and nearly highsided as he came through the final turn, but recovered to take second on his Jawa. First-time AMA starter Steve Martin was third, with Dennis Davis fourth, Michael Parsons fifth and Duane Yarrow sixth.

Results

SCRATCH MAIN: 1. Tom Ferris (Wes); 2. Rocky Robinson (Jaw); 3. Dave Faris Jr. (Jaw); 4. Dennis Briggs (Godd).

HANDICAP MAIN: 1. Dennis Briggs (Godd); 2. Buddy Robinson (Jaw); 3. Steve Martin (Jaw); 4. Dennis Davis (Jaw); 5. Michael Parsons (Jaw); 6. Duane Yarrow (Wes).

SEC DIV: 1. Mark Zeissler (Jaw); 2. Greg Martz (Wes); 3. Jeff Brown (Godd); 4. Rory Rundle (Jaw); 5. Johnny Vaughn (Jaw); 6. Scot Nelson (Jaw).

THIRD DIV: 1. Ron Arlt (Jaw); 2. John Haggarty (Jaw); 3. Mark Day (Jaw); 4. Billy Scott (Jaw); 5. Mark Lindsay (Jaw).

Four for Faria at Ventura

By Bill Locey

VENTURA, CA, MAY 1

Mike Faria won the Ventura Raceway Scratch main for the fourth straight week. In weeks to come perhaps promoter Jim Naylor will allow Faria to phone in his wins in order to save fuel in the energy-conscious '80s.

In the main, Faria's primary competition, Kelly Moran, took the lead around turn two, only to break down a few feet later, nearly crashing Faria. Faria not only avoided Moran, but cruised to an easy win. Moran, who perhaps could be working on his own streak, has suffered a mechanical trauma almost every week, and twice while leading the Scratch main.

"I don't know what it is," said Moran. "At first we thought it was the magic box; we tried a slow charge and all sorts of things, but now we're finding metal shavings under the pan. Whatever it is, I'm tired of it."

Results

SCRATCH MAIN: 1. Mike Faria; 1. Ed Castro; 3. Brad Oxley; 4. Kelly Moran.

HANDICAP MAIN: 1. Greg Ayers; 2. Bob Ott; 3. Jim Lawson; 4. Brad Oxley; 5. Andy Northrup; 6. Moose Kennedy.

SECOND DIV MAIN: 1. Rich Sweaney; 2. Mark Weaver; 3. Dennis Hall; 4. Mike Coniglio; 5. Larry Willey; 6. Wayne Leutz.

THIRD DIV MAIN: 1. Bobby Tocco; 2. Jeff Jones; 3. Wayne Selman; 4. Marty Van Blargen; 5. Mark Maxstadt; 6. Rich Perkins.

Southern California-Arizona-So

Western hot

Bennett blasts Bakersfield MX

By Clark Emery

BAKERSFIELD, CA, APR. 29

Zack Bennett rode to a pair of convincing victories at today's California Motosport Club event held at Bakersfield's Sprocketts Park.

In the first 125cc Novice moto, Bennett holeshot the pack on his Suzuki RM125, with Keith Vorhees and Terry Isbell close behind. Exiting a tight corner, Isbell passed Vorhees, only to stall his Honda a short time later. Isbell was quick in restarting, so he only lost one position.

By lap three, Bennett had stretched his lead over the field to one-half lap. Isbell moved back into second, but went down hard in one of Sprocketts' rough whoop sections. He got going again right in front of Vorhees, and the two battled for second for the remainder of the race. At the checkered flag, Bennett was way out front, with Isbell second and Vorhees a close third.

The second moto was almost a repeat of the first for Bennett. Vorhees fell on the last lap, and gave second to Isbell, who earned the second overall trophy.

Results

60: 1. Zak Crabb (Yam); 2. Tony Crabb (Yam); 3. Danny Baker (Hon).

80 NOV: 1. Brian Walker (Yam); 2. Kevin Thompson (Kaw); 3. J.R. Cecchetti (Yam).

80 INT: 1. Terry Swanson (Kaw).

125 NOV: 1. Zack Bennett (Suz); 2. Terry Isbell (Hon); 3. Keith Vorhees (Yam).

125 JR: 1. Brian Peoples (Kaw); 2. Aaron Ginn (Kaw); 3. Doug Hulsey (Hon).

125 INT: 1. Alan Pierce (Kaw); 2. Dallen McKenney (Hon); 3. Jeff Reynolds (Kaw).

250 NOV: 1. Lee Wilson Jr; 2. Gilbert Kwoek (Hon); 3. Randy C. Journey (Yam).

250 JR: 1. Curt Kiser (Hon).

250 INT: 1. Tony Seibert (Hon); 2. Henry Armendariz (Suz); 3. Darin Layton (Hon).

OPEN NOV: 1. Aaron Ginn (Yam).

OPEN JR: 1. Clyde Benson (Yam).

OPEN INT: 1. Darin Layton (Hon).

VET SPTSMN: 1. Greg Grouleff (Hon).

VET MASTER: 1. Randy Lewis (Yam).

PRO: 1. Gary Bowman (Suz); 2. Greg Torgerson (Yam); 3. Damon Webb (Hon).

Michetti mauls Beginners at DeAnza MX

By Michael Gillies

SUNNYMEAD, CA, APR. 22

Honda-mounted Mike Michetti showed the 250cc Beginner class that being 4'11" tall and 12 years old, doesn't mean full size machines are beyond his capabilities. Today, he topped both motos with the combination of skill and quick thinking.

Michetti motored to an early lead in moto one with Open class riders Danny Moroles (Hon) and Max Hernandez (Hon) dicing behind him. Yamaha-mounted Tom Smith was Michetti's closest competition, but he couldn't find a line around Hernandez all moto long. Michetti was first, while John Singletary (Yam) cruised to third.

Michetti's second moto win was much more exciting, because it was no runaway: He worked against some heavy odds to come up the winner. Smith was the first 250 to reach the first turn behind Sam Gold's CR480, with Michetti and Hernandez in tight formation. When they reached the first hairpin turn, Michetti tried to stuff both Gold and Smith by going inside. Unfortunately, Gold lowsided

Lucerne Valley — Red Mountain — Plaster City — Searchlight — Sidewinder Road — Superstition Mountain — Jean — Rand M

Desert Hotline

Kennedy explodes at D-38 Buzzbomb 100

By Diane Bell

PLASTER CITY EAST, CA, APR. 22

Todd Kennedy took advantage of a new AMA District 38 class structure while taking the overall win in the Buzzbomb 100 desert race. The new structure allows riders to choose to race for trophies or money. The money class is labled Super Expert, there are 125, 250, Open and Senior/Vet divisions, and Kennedy took home some loot for his win.

As the dust cleared from the first wave of the LeMans-style start, Kennedy's crew could be seen frantically pushing his bike after it failed to start.

Leading the pack to the first check was Morgan Malocco with Leon Livingston close behind. In third place at the first check was Vet Expert Ed Mundy.

At the end of loop one it was still Malocco leading with Livingston just six seconds back. The two had exchanged the lead several times on that first loop. Kennedy came through one minute behind the leaders. In fourth place was 250cc Expert Jeff Bennett, but transmission problems forced him out of the race later. Running 5-6 through home check were Mundy and 250cc Amateur Bryan Hart.

On the second loop Kennedy caught Livingston, who was slowing with rear brake problems. Kennedy then caught Malocco by check two and passed him before they hit home check, with Malocco slowing due to engine troubles. Behind Livingston, Open Expert Bruce Smith had advanced from seventh to fourth overall.

On the third loop Kennedy extended his leave over Livingston while Malocco dropped out of the race with an engine seizure. That moved Smith and Livingston up, and KTM rider Alan Seaman advanced to fourth overall, second 250cc Expert, one position ahead of Open Expert Steve Basin.

At the finish, the top five crossed the line like they had on the third loop. At sixth overall, Hart was the first Amateur to finish.

Placing eighth overall, Munday won the cash for first Super Expert Senior/Vet. One position back, Brett Cushing was second Vet. Roger Adsit claimed the Senior Class with a 19th overall finish, and Dick Dennison was second Senior Expert.

There was no 125cc class in this event because the 125cc riders were taking their turn at putting on an event.

Results

OPEN EX: 1. Leon Livingston; 2. Bruce Smith; 3. Steve Basin.

OPEN AM: 1. Jeff Boyd; 2. Tim Markin; 3. Mark McPerry.

OPEN BEG: 1. Steve Bohannan.

250 EX: 1. Todd Kennedy; 2. Alan Seaman; 3. Matt Hope.

250 AM: 1. Bryan Hart; 2. Andy Wetzel; 3. Dean McCoy.

250 NOVICE: 1. Scott Smith; 2. Doug Hogan; 3. Chris Plourd.

VET EX: 1. Ed Mundy; 2. Brett Cushing; 3. Roccy Tuggle.

VET AM: 1. Steve Reynolds; 2. Fudpucker.

SR EX: 1. Roger Adsit; 2. Dick Dennison; 3. C. Baker.

SR AM: 1. Chuck Nelson.

SR NOV: 1. Dave Krider; 2. George Halling.

ine

right into Michetti, pinning Michetti between a metal stake and Gold's Honda. Michetti didn't move for a few seconds to give Gold a chance to get up, then he roosted away to hold second behind Smith. Smith put up a good fight, but half a lap later, Michetti flew by him off a high speed jump, almost hitting the Yamaha pilot upon touchdown. Michetti came around in first with about five seconds on Smith, when Smith stalled his scooter and didn't get restarted until everyone in his class was long gone. Singletary ran second and looked like he was going to challenge Michetti mid-moto, but Michetti had speed in reserve and never let Singletary get within striking distance. So at the checkers it was Michetti, Singletary, Ron Goodwin (Hon) and Smith in fourth, giving him third overall.

Results

PEE WEE: 1. Jon Pauls (Yam); 2. Robert Allen Cole (Yam).
DIV III: 1. Lee Ford (Yam); 2. Jimmy William (Kaw).
MINI BEG: 1. Pat Streng (Yam); 2. Jeb Brock (Yam); 3. Wesley Klein (Kaw).
MINI NOV: 1. -Larry Laye (Yam); 2. Richard Geraghty (Yam); 3. Pierre Laquerre (Suz).
125 BEG: 1. Kenny Maddux (Suz); 2. Greg Kopp (Yam); 3. Howard Keeling (Yam).
125 NOV: 1. Greg Wall (Hon); 2. Daryn Walls (Kaw); 3. Henry Villoch (Hon).
125 INT: 1. Kevin Montgomery (Suz); 2. Steve Skibel (Suz); 3. Johnny Bonacci (Suz).
125 PRO: 1. Doug Dubach (Suz); 2. Mark Toyama (Yam); 3. Lance Gorton (Kaw).
250 BEG: 1. Mike Michetti (Hon); 2. John Singletary (Yam); 3. Tom Smith (Yam).
250 NOV: 1. Mike Allen (Yam); 2. David Bagwell; 3. Tim Dale (Cag).
250 INT: 1. Mike Magallanes (Yam); 2. Bob Stephenson (Hon); 3. Chuck Whitmore (Yam).
250 PRO: 1. Eddie Michetti (Suz); 2. John Slavens (Kaw); 3. Greg Nash (Hon).
OPEN BEG: 1. Max Hernandez (Hon); 3. Dan Bean (Suz); 3. Sam Gold (Hon).
OPEN NOV: 1. Mark Storr (Hon); 2. Keith Holmergen (Mai).
OPEN INT: 1. Jim Caspio (Suz).
OPEN PRO: 1. Pat Weber (Hon); 2. Ronnie Gibson (Hon).
VET JR: 1. Dennis Smith.
VET INT: 1. Pat Dale (Cag).
VET SR: 1. Jon A. Hall (Hon); 2. Larry Lowen (Suz); 3. David Jacobus (Hon).

Manley sweeps CRC Novices at Saddleback

By Tom Corley

ORANGE, CA, APR. 22

Dallas Baker Products' Brett Manley sported the number one plate and represented it well as he swept the 250cc Novice class in California Racing Club Motocross at Saddleback.

John Jelsma, who is getting back into the swing of racing, managed a fine start during the first moto, but Manley soon became the dominant force in this race and led till the end. A fine effort was put forth by Tom Cosley, who stalled his Suzuki a couple of times, and failed to pass the leader, yet still managed second place. Ted Cordts is consistent at this track, as he placed third over Corey Gash and Anthony Garnica.

In moto two, Jelsma once again took the lead at the start, but Cordts soon took it away, followed by Pochirowski and Manley. Jelsma had dropped to fourth and was pursued by Cosley. Over a set of doubles, Pochirowski made the pass to take away frist place. Cordts was then demoted to third when he went wide over a drop-off and allowed Manley to squeeze by. A battle for the lead soon developed between Pochirowski and Manley, although Manley already had the overall clinched, due to Pochirowski's poor finish in the opening event. Manley finally made his move and pulled into first place. Pochirowski settled for second ahead

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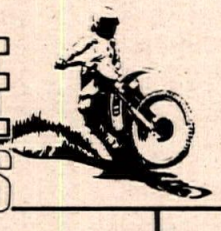

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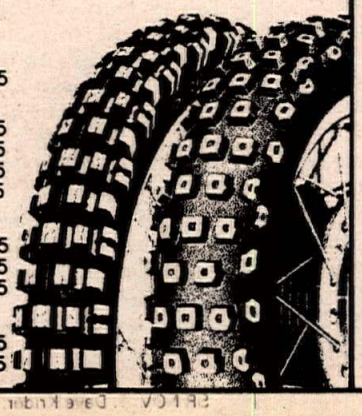

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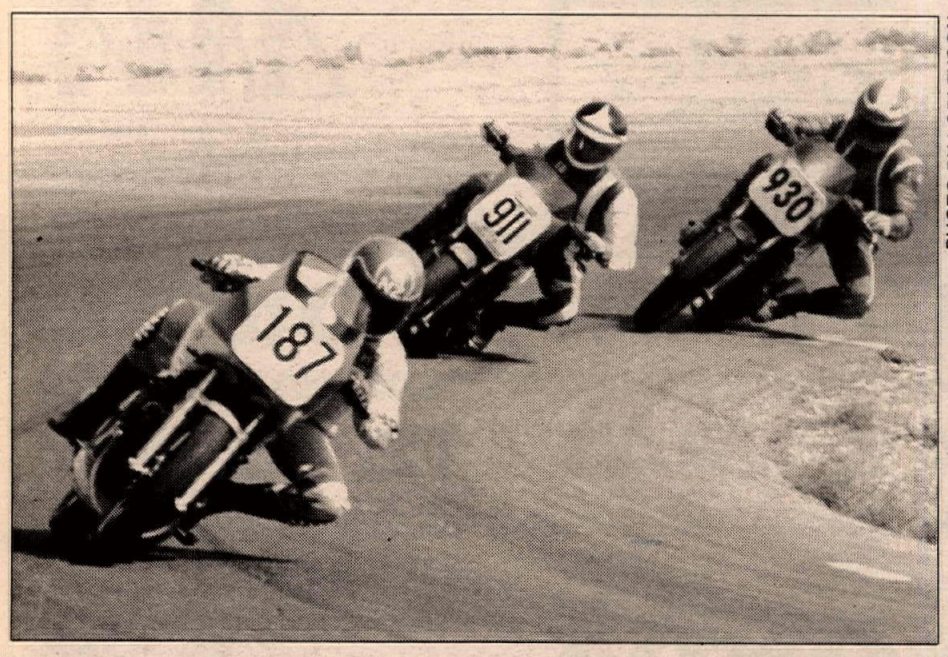

PHOTO BY LORI TYSON

Richard Scoular (187) leads Ed Ragle (911) and Todd Brubaker during the 600cc Stock Production class at Willow Springs.

of Cordts, Jelsma and Cosley.

Results

60 EX: 1. Dana Wiggins (Kaw); 2. Joel Tokarsky (Kaw).
80 STK BEG: 1. Joel Tokarsky (Kaw); 2. Freddie Balisteri (Kaw); 3. Justin Souza (Hon).
80 STK NOV: 1. Dugan Sanders (Yam); 2. Jason Collier (Yam); 3. Dana Wiggins (Kaw).
80 STK INT: 1. Ron West (Suz); 2. Paul Matthews (Kaw).
80 MOD BEG: 1. Justin Souza (Hon).
80 MOD NOV: 1. Jon Levy (Kaw); 2. Jason Collier (Yam).
80 MOD INT: 1. Paul Matthews (Kaw).
125 BEG: 1. Jeff Orozco (Kaw); 2. Jody Tapia (Hon); 3. Rick Wallace (Kaw).
125 NOV: 1. Scott Murphy (Kaw); 2. Phillip Noble (Yam); 3. Murray Shackelford (Hon).
125 INT: 1. Danny Crouch (Yam); 2. Jason Neuman (Kaw); 3. Jim Owen (Suz).
250 BEG: 1. Jeff Smith (Hon); 2. Jim Mery (Yam); 3. George Ferrie (Yam).
250 NOV: 1. Brett Manley (Hon); 2. Ted Cordts (Suz); 3. Tom Cosley (Suz).
250 INT: 1. Steve Piattoni (Hon); 2. Tim Whitlock (Hon); 3. Bob Zamaroni (Yam).
250 PRO: 1. Yoshihito Baba (Hon); 2. Tim Winslow (Yam); 3. Chris Shaw (Hon).
500 BEG: 1. John Ritchie (Hon).
500 NOV: 1. Brad Bregoff (Hon); 2. Barry Logan (Hon).
500 INT: 1. Craig Hart (Yam); 2. Kenny Garnica (Hon); 3. Ruben Falcon (Hon).
500 PRO: 1. Dan Berg (Hon); 2. Bruce McDougal (Hon).
VET JR: 1. Robert Cooke (Hon).
VET INT: 1. Dan Sanchez (Suz).
VET EX: 1. Nick Costello (Hon); 2. Marino Bastionell (Suz); 3. Rod Tuzinsky (Yam).

Scoular scores three at Willow

By Lori Tyson

ROSAMOND, CA, APR. 29

Visiting New Zealander Richard Scoular showed up at Willow Springs for the first time and rode a borrowed motorcycle to three victories, winning every class he entered and surprising the American Federation of Motorcyclists' best riders.

In the 600cc Superstreet it was virtually a two man race between Scoular and Todd Brubaker. Scoular, piloting a stock FJ600, appeared to have horsepower on Brubaker's tired GPz, but Brubaker made up for it in the corners and stayed glued to the Yamaha. Scoular was the winner by a small margin. Walt Nitto, plagued earlier by electrical problems was a lonely third.

Scoular took an easy win in the 600cc Stock Production, pursued again by Brubaker. But when a backmarker caused Brubaker to crash in the sixth lap, Scoular took home another first-place trophy. Dave Sadowski, Walt Nitto and Ed Ragle got into a heated debate over second place with Sadowski crossing before Ragle and then Nitto.

In the 600cc Modified Production, Scoular took on veteran racer Earl Roloff, who ressurected his GPz550 "Time Bomb" from retirement for the race.

The two were so close the entire race that the victory was decided in the last turn of the last lap where a lappee got in Roloff's way and gave the win to Scoular by a wheel.

Champion Motorcycles' Dave Sadowski beat John Glover in the F3/250cc GP with low 1:34 lap times. That was a surprise! Sadowski had just switched from riding production machines to his new TZ250J, and in his first outing, he beat 250 ace Glover, who has won more races on his Granada Yamaha/Barry Elliott-sponsored Yamaha than you can count. In the last lap, after a very close race, Glover backed off in fast turn eight because of the strong winds, and Sadowski took the prize.

Team Honda dirt tracker Pete Hames showed up with Randy Mamola's '82 RG500 Suzuki. In his first time on a road race track he struggled to a third-place showing in the F1 race after running off the track and scaring himself a few times. "I'm not used to that wind, you sure don't have that at a dirt track," remarked Hames afterwards.

Hames is riding the Aki Gototuned machine in hopes of gaining points to add to his dirt track total towards the Grand National Championship crown.

Results

F2: 1. Chris Mencher (Kaw); 2. Bob Reinen (Kaw); 3. Mark Ruffner (Yam).
750 MOD PROD: 1. Earl Roloff (Kaw); 2. Bob Reinen (Kaw); 3. Lee Fleming (Hon).
OPEN MOD PROD: 1. Kevin Dolan (Kaw); 2. Tom Fowler (Hon); 3. Paul LaFontain (Suz).
F1: 1. Denny Doherty (Kaw); 2. Tom Fowler (Hon); 3. Pete Hames (Suz).
F3: 1. Dave Sadowski (Yam); 2. John Glover (Yam); 3. Kurt Bickel (Yam).
600 SS: 1. Richard Scoular (Yam); 2. Todd Brubaker (Kaw); 3. Walt Nitto (Kaw).
750SS: 1. Earl Roloff (Kaw); 2. Bob Reinen (Kaw); 3. Burke Steed (Hon).
OPEN SS: 1. Denny Doherty (Kaw); 2. Kevin Dolan (Kaw); 3. Rye Hefley (Hon).
SIDECARS: 1. Davidson/Dunn (Kaw); 2. Breede/-Ramirez (Suz); 3. Garnett/Taylor (Kaw).
750 TWIN: 1. Steve Fleming.
OPEN TWIN: 1. Fred Eiker (Nor); 2. Rick Weber (BMW); 3. Dave Fiorelli (H-D).
SINGLES: 1. Marty Lentz (Yam); 2. Joseph Ross (Yam); 3. Vern Clayton (Hon).
600 STK PROD: 1. Richard Scoular (Yam); 2. Dave Sadowski (Kaw); 3. Ed Ragle (Kaw).
450 STK PROD: 1. Willi Sarzi (Yam); 2. Steve Fleming (Hon); 3. Rick Thompson (Suz).
750 STK PROD: 1. Joe Ghadiri (Suz); 2. Mark Smith (Suz); 3. Burke Steed (Hon).
OPEN STK PROD: 1. Kevin Dolan (Kaw); 2. Kevin Elliott (Kaw); 3. Paul LaFontain (Suz).
F4: 1. Steve Dyer (Hon).
250 MOD PROD: 1. A.J. Parks (C-A); 2. David Peirer (Yam); 3. Kim Kruglick (Yam).
OVER 40: 1. Randy Redmond (Hon); 2. James Huffman (Yam).
600 MOD PROD: 1. Richard Scoular (Yam); 2. Earl Roloff (Kaw); 3. Dave Sadowski (Kaw).
450 MOD PROD: 1. Pete Carroll (Suz); 2. Willi Sarzi (Yam); 3. Randy Bradesku (Yam).

Gerig shines at Cycle Challenge II

By Steve and Debbie Fuller

EL CENTRO, CA, APR. 21

Despite rather heavy dusty conditions during the Liberty Honda Cycle Challenge II at the Mid-Winter Fairgrounds, Suzuki-mounted David Gerig captured the 125cc Pro win relatively easily today. While Gerig was enjoying the spoils of leading the pack, a knock down drag out battle took place over the second spot.

In the first moto, Gerig had no problems taking the win leading from start to finish while Curt Scanlon took second ahead of Poolie Serrano.

The real action took place during the second round when at the start, Gerig again jumped to an early lead followed by Serrano and Hardaway. As the race progressed, Hardaway made a few attempts at passing, only to have Serrano push full throttle ahead. Hardaway made his final banzai attack in the last lap and succeeded in slipping by. However, with only a few feet from the checkered flag, Hardaway laid his bike down and Serrano collided into him and stalled his bike. Serrano managed to get going first and took the checkers for the second place position. Before Serrano re-entered the race, Curt Scanlon slipped by for third.

Results

80 DIV: 1. Trevor Cavanaugh (Yam); 2. Bryan Maynard (Yam); 3. Colby Byrd (Yam).
125 PRO: 1. David Gerig (Suz); 2. Curt Scanlan (Yam); 3. Poolie Serrano (Hon).
125 AM DIV I: 1. Duane Ramsey (Kaw); 2. Jimmy Rivers (Hon); 3. Steve Rautenberg (Suz).
125 AM DIV II: 1. James Tucker (Hon); 2. Lindel Eaton (Kaw); 3. Mike Mariani (Kaw).
250 PRO: 1. Don Turk (Hon); 2. Bobby Lakey (Kaw); 3. Steve Walker (Cag).
250 AM: 1. Chuck Lange (Suz); 2. Mike Olaiz (Suz); 3. Dean Dlouhy (Hon).
500 PRO: 1. Don Turk (Hon); 2. Roger Kramer (Yam); 3. Craig Corda (Hon).
500 AM: 1. Greg Sanden (Yam); 2. Greg Bringle (Hon); 3. Ken Purdy (Hon).

Parker, Perez pull AME Easter egg wins

By Tom Griffith

VALENCIA, CA, APR. 22

Ventura's Jack Parker was back after a month's layoff and displayed a drastic improvement as he fought and clawed to a 1-1 perfect score for the first place egg at today's AME event. Trading seconds and thirds in moto scores were Patrick Mullis on his Pro Circuit Honda, who earned second overall, and third place Bakersfield Honda Center rider Lee Wilson. All three came across the finish line bunched in what could have been any man's race in the 250cc Beginner class.

The largest field today belonged to the mighty 250cc Juniors. Riding a steady race, Darryl Chereschkoff (Yam) tied with Honda-mounted Rick Perez with four points each. The tie-breaker went to Perez on a 3-1 score to Darryl's 2-2. Perez and Chereschkoff have been battling for weeks, and these two hotshoes continued today. Danny Angel stuck his Honda into the fray by working from a mid-pack start to the lead in moto one, only to experience a bit of bad luck in heavy traffic in moto two to finish fourth for third overall. Rounding out the trophy positions came Weldon's ace Burt Ulmer in fourth and Bernard Tinus in fifth.

The 250cc Pro class staged 11 of southern California's finest including the Zahrt brothers, Ken and Jon, Bob Kline, Van Nuys Cycle rider Donnie Best and returning Supercross rider Russ Wageman. Wageman worked into the lead early in both motos to speed away from the field for wire-to-wire wins. Honda-mounted Zoli Meszaros followed closely in moto one for the second place spot but suffered a DNF in the second go. Dan Bolle/Pasadena Honda-sponsored Ed Arnet took his usual solid riding style to a 3-2 score and second at the pay window. Bobby Kline recovered from heavy traffic and a fifth in moto one to a good third in the second round for third overall, followed by Ken Zahrt in the last paying position.

Results

PEE WEE: 1. Robby Hammond (Yam).
JR CYCLE BEG: 1. Dontae Johnson (Kaw).
JR CYCLE EXP: 1. Moose Wine (Kaw).
MINI BEG: 1. Jason Yoshida (Yam).
Paul Hazard (Kaw); 3. Moose Wine (Suz).
MINI JR: 1. David Noel (Kaw); 2. Kevn Peoples (Kaw); 3. Mark Adair (Suz).
MINI EX: 1. Mike Kiedrowski (Kaw).
125 BEG: 1. Aaron Lewis (Kaw); 2. Dave Peters (Hon); 3. Brian Bean (Kaw).
125 JR: 1. Mike Dawson (Kaw); 2. Jimmy Lewis (Kaw); 3. Brian Peoples (Kaw).
125 INT: 1. Mouse McCoy (Kaw); 2. Guy Arnone (Hon); 3. Mike Hughes (Suz).
125 PRO: 1. Bruce Delgado (Suz); 2. Robbie Healy (Hon).
250 BEG: 1. Jack Parker (Hon); 2. Patrick Mullis (Hon); 3. Lee Wilson (Hon).
250 JR: 1. Rick Perez (Hon); 2. Darryl Chereschkoff (Yam); 3. Danny Angle (Hon).
250 INT: 1. Eric Hallgath (Hon); 2. Bill Delgado (Suz); 3. Brad Toms (Kaw).
250 PRO: 1. Russ Wageman (Yam); 2. Ed Arnet (Hon); 3. Bob Kline (Hon).
500 JR: 1. Marc Cummins (Hon); 2. Murray Lantz (Yam).
500 INT: 1. Joe Kehoe (Hon).
VET JR: 1. Danny Bolle (Yam); 2. B.B Morgan (Hon).
VET INT: 1. Jim Dawson (Hon); 2. Dave Kribell (Hon).
VET EX: 1. Jim Smith (Yam).

Intermediate show down at Ascot MX

By Tom Corley

GARDENA, CA, APR. 18

A 125cc Intermediate rivalry has developed during the opening events of the Continental Motosport Club motocross at Ascot. Kawasaki riders Mike Fedorow and Tim Rutherford are tied for series points with one win each. Fedorow took the first event of the season with Rutherford having the better hand in tonight's contest.

Federow recently switched from Yamaha to Kawasaki, and though he likes the power of the green machine, he finds it harder to handle on this track. In the first moto, Fedorow took the lead at the start and remained there to the end. Rutherford, aboard his Century Motorcycles bike, placed second ahead of Bob Reinking, Mike Nishita and John Bush.

The two-man show was most exciting in the final moto. Rutherford took the early lead with Fedorow staying in striking distance. Going over the crash wall near the start, the lead changed hands as Fedorow flew past Rutherford. On the same lap Rutherford regained the lead as they headed over the back wall. Soon, Fedorow crashed, giving Rutherford a good lead that turned into the win and the overall. Fedorow, getting underway still in second, didn't let anybody get past him. Bush was third ahead of Johnny Whilsett and Nishita.

Loren Pochirowski captured the 250cc Junior division one victory, defeating the hot newcomer Marc Peters. Last week Peters won the 250cc Novice class and decided it was time for him to advance to the Juniors. To give him an edge on the competition, Peters received some riding instruction from Warren Reid. Peters lead from the start of the first moto. When he came to the tight corner just past the sweeper, his Honda stalled. Marc got underway without losing his position although second place Loren Pochirowski gained some yardage. Peters lead till the end over Pochirowski, Duke Rennie, Kent Hawksworth and Keith McMillen.

McMillen was racing a 125 last year, but tonight he was mounted on a 250, and leading the final moto. Pochirowski was in second over Hawksworth while Don Shaw was holding back Marc Peters for fourth, until Shaw developed several bike problems. Pochirowski soon took over the lead, with McMillen dropping back to second ahead of Hawksworth and Peters.

Results

60 9-11: Joel Tokarsky (Kaw).
80 NOV: 1. Jeff Fleming (Yam); 2. Aaron Madrid (Suz).
80 INT: 1. Mike Wiese (Yam); 2. Tony Fuller (Yam); 3. David Wodaszewski (Kaw).
125 NOV #1: 1. Scott Mendenhall (Hon); 2. Dennis Burns (Yam); 3. Greg Taylor (Yam).
125 NOV #2: 1. Gene Saraceno (Yam); 2. Mark Burns (Yam); 3. Robert Fleisher (Hon).
125 JR: 1. David Graff (Hon); 2. Brian Werle (Kaw); 3. Danny Barnett (KTM).
125 INT: 1. Tim Rutherford (Kaw); 2. Mike Fedorow (Kaw); 3. John Bush (Hon).
125 PRO: 1. Ron Turner (Cag); 2. Rick Atkins (Suz); 3. Doug Dubach (Suz).
250 PRO: 1. Jeff Welsh (Yam); 2. William Watson (Hon); 3. Robert Johnson (Hon).
250 JR #1: 1. Loren Pochirowski (Hon); 2. Marc Peters (Hon); 3. Keith McMillen (Hon).
250 JR #2: 1. Jim Benjamin (Yam); 2. Don Cline (Yam); 3. Steve Liebsack (KTM).
250 INT: 1. Jason Coolbaugh (KTM); 2. Michael Overby (Hon); 3. Don Calhoun (Hon).
250 PRO: 1. Ron Turner (Cag); 2. Craig Cable (Hon); 3. Todd Peterson (Hon).
500 NOV: 1. Randy Menighan (Yam); 2. Robert Johnson (Hon); 3. Larry Schnabel (Yam).
500 JR: 1. Don Pastell (Hon); 2. George Collins (Hon); 3. David DiCorato (Yam).
500 INT: 1. Yamdell Bishop (Hon); 2. Pat Dolan (Hon); 3. Kelly Owen (Yam).
500 PRO: 1. Todd Peterson (Hon); 2. Craig Cable (Hon); 3. Don Turk (Hon).
VET SPORTSMAN: 1. Steve Henderson (Hon); 2. Scott Thompson (Mai); 3. Charles Morey (KTM).
VET MASTER: 1. Carl Gazafy (Hon); 2. Mike Casey (Hon).
OT SPORTSMAN: 1. Mike McMillen (Hon); 2. Howard Davis (Suz); 3. Paul Burton (Suz).

Runover Ron runs over OTHG Experts

By R.R. Wessels

PALMDALE, CA, APR. 15

Runover Ron roosted the Over The Hill Gang Experts class by coming from dead last to second in the first moto and winning the second race at L.A. County Raceway.

Ron took the first turn wide in the first moto trying to recover from a bad start and got nerfed over the berm. Relentlessly, Ron berserked around the track passing as many as three riders per lap. Meanwhile, Klark Kent was enjoying an early lead, while Rollover Rick tried to stay with the speeding Kent but didn't have the stamina and faded early. By lap five, Ron was up to a distant second and gaining ground on Kent rapidly. On lap eight, Ron tried a move at the triple jump and nearly fell giving Kent a few seconds of precious time. Ron came back to pressure the leader, but could not force a mistake in the last few turns before the checkers fell.

Guest rider Bob Millner finished third after a second lap mishap that dropped him to the back of the pack.

Moto two started with Klark Kent again in the lead followed by Bob Millner and Runover Ron. Ken ran out of wind on lap four, due to riding

PHOTO BY DAVID LINDSTROM

Eddie Tanner was consistent and placed fifth in the 125cc Junior class during AME motocross competition at Indian Dunes Cycle Park.

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Western hotline

PHOTO BY DAVID LINDSTROM

Johnny Ray and his Suzuki dusted the competition in the 250cc Pro class at the D-37 meet at Sunrise. Ray won both motos.

in the Vet race as well as with the Gang. Bob moved into first for a lap before Ron passed him. Bob gave chase but couldn't match the sizzling pass set by Ron on his 490cc Yamaha. Third place went to Too Tall Tim on a 250cc Suzuki.

Another guest, Tom Pearl pushed his Husky 175 from the back of the Amateur pack to first place defeating the early leader, Gringo Glen. Glen held on for two laps after the Husky rider caught him and couldn't maintain the pace any longer. Wet Willy finished third on his new Husky 500.

The second moto had Gringo Glen running third and fourth overall for nearly the entire race. Glen won the race easily ahead of guest rider Tom Pearl, Wet Willy and Chassis Chuck, who swapped his shiftless Honda four-stroke for a friend's Husky 500 at mid-race.

Results

EX: 1. Runover Ron; 2. Klark Kent; 3. Too Tall Tim.
AM: 1. Gringo Glen; 2. Wet Willy; 3. Chassis Chuck.
INT: 1. Reject Randy; 2. Jumpin' Jack; 3. Toad Tom.
NOV: 1. Krazy Kent; 2. Tiny Tim; 3. Billy Bob.

Ray dominates D-37 MX at Sunrise

Charleen Ho

ADELANTO, CA, APR. 15

Suzuki-mounted John Ray cruised to back-to-back wins today in the 250cc Pro class at D-37's meet at Sunrise Cycle Park. Ray's win was fairly easy, but Hawn Mann and Mitch Davis gave it their best but came up short.

The Pro race was combined with all the Intermediate classes, and when the gate dropped for the start of the first moto it was Victorville Suzuki's Ray out in front leading Robert Barnum (125cc Pro), Davis, Tim Hanna (250cc Int.) and Greg Fountain (250cc Int.). After a so-so start, Mann got on the gas and made his way through the pack, passing Hanna then setting after Davis. Mann quickly found a way around Davis then started to duel with Barnum, while Davis started to feel heavy pressure by Hanna.

Ray enjoyed a comfortable but cautious lead halfway through the race, while Mann got by Barnum, who was also passed by Hanna late in the race. Davis started to fade back a bit dropping to fifth. At the checkers it was Ray, Mann, Hanna, Barnum and Davis.

Ray again put his Suzuki out in front of the pack at the start of the second moto ahead of Barnum, Fountain and Hanna. Steve Mazzi (250cc Int.) followed in fouth inches ahead of Mann and Davis.

With the completion of the first lap, Ray started to pull away while Barnum desperately tried to keep the leader in sight. Both Fountain and Mann were on the warpath, but eventually Fountain's front wheel washed out ending his hopes. As Barnum tried to keep up to Ray, the 125cc rider gained time on Mann. Then Davis slipped past Hanna and that was the end of any position changing. Ray motored on to take the win and overall ahead of Barnum, Mann Davis and Hanna.

In the Vet Expert class, Ronnie "Hoot" Gibson thumped his way into the lead at the start of the first moto on his four-stroke Honda. Sam Groce lurked in second while John Webb, John White, Rick Sieman and Kurt Kietrich fought over third. Webb quickly took care of Groce and then did the same to Gibson. At the same time, Dietrich shot passed Sieman for fifth. Groce wasn't about to settle in third for very long and zapped Gibson and set after Webb, eventually depriving Webb of the top spot. However, the race wasn't over yet for Gibson. He too didn't like third and got a second wind, stuffing his Honda past both Webb and Groce. When the excitement finally came to an end, it was Gibson crossing the checkered first ahead of Groce, Webb and White.

Groce stole the holeshot in the second moto, but he was eventually passed by Webb, who made up for a poor start. Gibson hounded Groce in third but couldn't get by. When the checkered flag appeared, it was Webb out in front ahed of Groce, who managed to fend off Gibson.

Palfreyman/Melillo sizzle SCSA at Canyon

By John Burrus

PHOENIX, AZ. APR. 15

The Phillip Palfreyman and Perry Melillo team topped the Southern California Sidehack Association event today at Canyon Raceway. Although the Johnny and Victeo Palfreyman duo almost had the win in the bag, an ignition wire loosened while they were dominating the first moto and ruined their chances of a sure overall victory.

In the first moto, the Palfreyman team, aboard a Norton-powered Wasp, captured the early lead with Johnny at the controls and Victeo on the chair. Palfreyman/Melillo followed in second. However, near the end of the moto, Palfreyman's Wasp suffered ignition problems putting them back in eighth, which gave Palfreyman and Melillo the top spot. The Greg Smith and Steve Henry team, piloting a *small* 490cc Maico, inherited second, while the Mike Curtis and Todd Redondo team, riding a Yamaha, settled into third. When the checkered flag appeared, positions were the same.

The second moto saw Curtis/Redondo take the early lead, but they were soon passed by Palfreyman/Palfreyman. After getting the ignition problem sorted out between motos, the Palfreyman duo had no problems running away with the win. After a fair start, Palfreyman/Melillo began pressuring for second until they had that position sewn up. With a second, the Palfreyman/Melillo duo knew they had things locked up with a 1-2 score. The Palfreyman team won the moto but finished third overall. Curtis/Redondo finished second overall with a 2-3 tally.

Results

1. Philip Palfreyman/Perry Melillo (Yam); 2. Mike Curtis/Todd Redondo (Yam); 3. Johnny Palfreyman/Victeo Palfreyman (Nor); 4. Greg Smith/Todd Redondo (Mai).

Fernandez cans Coors GP at Saddleback

By Terry Rezek

ORANGE, CA, APR. 15

Richard Fernandez and his Honda were unbeatable in today's Coors GP at Saddleback Park during the 125cc Novice outing. Kawasaki-mounted LeLand Ayer and Honda pilot Eddie Metro did the best they could do and placed second and third, respectively.

When the race started, Metro jumped to an early lead but tangled with another rider up the start hill. Amateur rider Mark Cook put his Kawasaki into the top spot and stretched his lead to a comfortable margin. Gary Bartlett settled into the second position while Jason Ingersoll, aboard a Yamaha, held on to third. Ingersoll was on the gas and passed Bartlett and set after the leader Cook with good results. By the end of the third lap Ingersoll had the lead. Fernandez also was having a fine ride by taking over the Novice lead and cruising in fourth overall. The duel for the lead continued as Cook retaliated during the fourth lap, but he couldn't hold on to the lead for very long as Ingersoll, again slipped by taking over the lead for good. During this time, Fernandez made his way into the third overall spot and tried to catch up to the two leaders but to no avail. His excellent third-place ride netted him top trophy in the Novice class.

In the 250cc class, Doug Funderburg stole the holeshot and held on to the lead for the first half of the race. After a couple of crashes, Funderburg dropped to fourth handing the top spots to Everret Neal, John Shaw and Craig Allen. Novice ranked Neal, stretched his lead with every turn and went on to take the win. A tough battle between Shaw and Allen brewed throughout the race, but Shaw bobbled near the end of the race: Allen made his move and zapped Shaw. Allen ended up taking second ahead of Shaw.

Honda-mounted Dan DeYoung took the early lead at the start of the Pro shootout, but he couldn't handle the fast pace Honda pilot Brad McLeod was setting behind. McLeod soon had the lead and took the win unchallenged. Yamaha armed Ted Hoyt finished second overall taking the 500cc Pro win. Ron Utaski (Yam) and Greg Kammerman (Yam) settled with second and third.

Results

60
NOV: 1. Chad Cook.
80
BEG: 1. Shawn Pickering (Yam); 2. Jeff Neal (Kaw); 3. Jerry DeBaca (Kaw).
125
BEG: 1. Mark Burns (Yam); 2. Andy Lujan; 3. Cande Acencio (Hon).
NOV: 1. Richard Fernandez (Hon); 2. LeLand Ayer (Kaw); 3. Eddie Metro (Hon); 4. Mark Maxwell (Suz).
AM: 1. Jason Ingersoll (Yam); 2. Mark Cook (Kaw); 3. Gary Bartlett (Hon).
250
BEG: 1. Scott Adams (Hon); 2. Doug Funderburg (Suz); 3. Tim Gumm (Yam).
NOV: 1. Everret Neal (Hon); 2. John Shaw (Yam); 3. Ray Guilbeau (Suz); 4. Bob Ledendecker (Hon); 5. Martin Luna (Hus).
AM: 1. Craig Allen (Yam).
OPEN
BEG: 1. Keith Hart (Yam); 2. Greg Jones (Mai); 3. Bret Bonham (Mai); 4. Duane Selby (Yam).
NOV: 1. Jeffrey Clausen (Hon); 2. Kent Duncan (Suz); 3. Mike Tarter (Hon); 4. Terry Woody (Suz); 5. Ricky Diskin (Suz).
AM: 1. Charles LaDuca; 2. Bill Phillips (Yam); 3. Jim Lichlyter (Hon).
VET
INT: 1. Tim Kennedy.
EX: 1. Bill Millar (Suz).
30+
BEG: 1. Dennis Wilson (Hon); 2. Daniel Kaskus (Hon); 3. Chuck Brooks (Mai); 4. Allan Newell (Suz).
NOV: 1. Ralph Dudley (Hon); 2. Frank Newstiel (Yam); 3. Robert Cooke (Hon); 4. Barry Gordon (Hon); 5. Greg Anning (Kaw).
AM: 1. Robert Mennell (Hon).
EX: 1. Mark Cook (Kaw).
40+
BEG: 1. Jack Allen (Yam).
NOV: 1. Jim Ingersoll (Hon); 2. M. Duncan (Suz); 3. Tom Arnold (Hon).
AM: 1. Bill Baxter (Hon); 2. David Neal (Yam); 3. Robert Berdyck (Hon).
EX: 1. Ned Joy (Hon); 2. Chuck Woody (Hon); 3. Robert Dahlgren (Hon).
PRO
250: 1. Brad McLeod (Hon); 2. Dan DeYoung (Hon).
OPEN: 1. Ted Hoyt; 2. Ron Utaski (Yam); 3. Greg Kammerman (Yam).

Sportsman profit in CRC Pro-Trac MX

By Tom Corley

ORANGE, CA, APR. 15

The California Racing Club's Pro-Trac Trailers MX at Saddleback awarded six sportsman riders $500 Pro-Trac gift certificates. The winners were Chris Head, Jeff Schaeffer, Brett Manley, Lance Rieman, Dan Ostrosky and Nick Costello.

Mid-Cities Kawasaki rider John Gersjes took the 125cc Intermediate class after battling Century Kawasaki's Tim Rutherford. At the start of the first moto it was Rutherford in the lead. Wafter Schaeffer and Craig Whitney, two Honda riders in the midst of a pack of green, ran 2-3. The Honda rally was dissolved as Sparks Kawasaki ace Greg Armstrong passed Whitney for third place and then Schaeffer dropped out.

Rutherford was headed towards victory when his bike started to lose power. Rutherford first thought that the problem was a fouled plug but later discovered that the silencer packing had loosened and restricted his exhaust, dropping him to ninth. Gersjes was moving up rapidly and passed everyone for the win. Armstrong was second with Yamaha rider Eric Clemson third over Whitney.

Jim Owen took the spotlight in the final moto. But while in the lead Owen plowed his Suzuki into a large rock and was knocked completely out of the race. That gave Rutherford the lead. Whitney was second and Gersjes third. As in the first moto, Whitney was pressured out of the top three. Gersjes zapped Whitney, as did Clemson. Rutherford had first place, but there was a fine battle for second. Clemson worked past Gersjes through a winding section and captured second. Gersjes was demoted to third where he remained. Whitney and Jimmy Huizar were once again fourth and fifth just like in the first moto. Gersjes' 1-3 topped the class with Clemson (3-2) second and Whitney (4-4) third.

Kawasakis also won in the 125cc Pro class with Paul Denis and Jerry Anker 1-2. An intense battle for the lead took place in the first moto; several skillful passes were performed as Anker and Denis traded the lead. When the moto ended Denis had the win over Anker, Taylor Marcell, Richard Fleming and Chris Heinrich.

Anker holeshot the final round. Chris Howard was in second with Denis third. Soon Denis worked past Howard and set his sights on Anker. Denis passed Anker, Anker regained the lead once, but then Denis took it back. Howard wasn't finished fighting for the lead and he passed Anker to take second. Through the finish it was Denis, Howard, Anker, Billy Frank and Mike Kell. Overall it was Denis, Anker and Kell.

The Kawasaki/JT/Bel-Ray sponsored Denis won both motos for the top money win. Anker held a second with a 2-3 score and just barely missed out on the top finish just like in last year's event. Howard with a 7-2 managed third. Fourth and fifth went to Richard Fleming and Dennis Parker. ●

Results

60 EX: 1. Joel Tokarsky (Kaw).
80 STK BEG: 1. Fred Balisteri (Kaw); 2. Dave Shaw (Kaw); 3. Derek Conner (Kaw).
80 STK NOV: 1. Bubba Erickson (Kaw).
80 MOD NOV: 1. Jamie Wooten (Hon).
125 BEG: 1. Howard Mannes (Yam); 2. David Salinas (Kaw); 3. Chris Head (Kaw).
125 NOV: 1. Dave Graff (Hon); 2. Kevin Valenti (Suz); 3. Mark Davenport.
125 INT: 1. John Gersjes (Kaw); 2. Eric Cleoson (Yam); 3. Craig Whitney (Hon).
125 PRO: 1. Paul Denis (Kaw); 2. Jerry Anker (Kaw); 3. Chris Howard (Hon).
250 NOV: 1. Craig Sosa (Hon); 2. Eric Colbert (Hon); 3. Corey Gash (Yam).
250 INT: 1. Lance Rieman (Yam); 2. Dan Crouch (Yam); 3. Rod Hamby (Yam).
250 PRO: 1. Mike Shoemaker (Yam); 2. Richard Sands (Hon); 3. Kurt Henricksen (Yam).
500 BEG: 1. Lance Lehmann (Hon); 2. Jeff Carlson (Hon).
500 NOV: 1. Norbert Padilla (Hon); 2. Barry Logan (Hon).
500 INT: 1. Karl Holmberg (Hon).
500 PRO: 1. Richard Sands (Hon); 2. Willy Simons (Yam); 3. Bruce McDougal (Hon).
VET JR: 1. Dan Ostrosky (Yam); 2. Kevin Sexton (Suz); 3. Robert Cooke (Hon).
VET EX: 1. Jim O'Neal (Hon); 2. Marino Bastionell (Suz); 3. Jeff Harriott (Hon).

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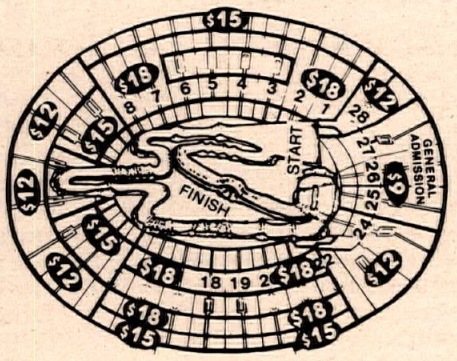

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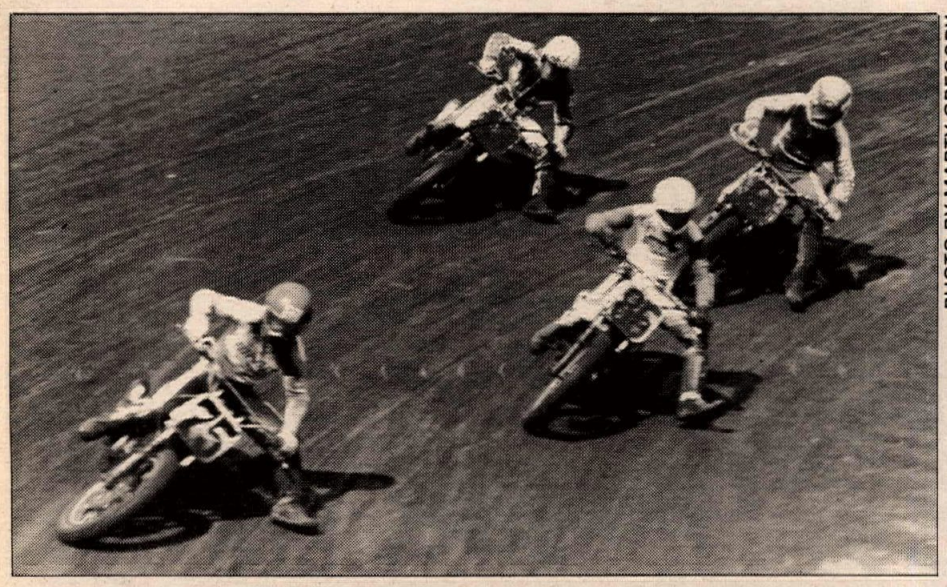

PHOTO BY MARTY GREGORY

Brett Barkman (75) leads Frank Word (85), Steve Eklund and Mickey Fay in the early going of the Regional TT main. Ron Yamamoto was the winner.

Yamamoto blasts Boise TT weekend

By Marty Gregory

BOISE, ID, APR. 29

This had to be Ron Yamamoto's year to win the Northwest Regional TT Championship at the 30th annual race on Boise's Peaceful Cove track. Ron ran fourth four years ago, third three years ago, second behind Frank Word last year and, in 1984, the Spokane resident won it all aboard a Honda CR480 two-stroke!

"If the track were 10 feet wider — he'd be using that part of it, too!" was just one comment heard when Yamamoto was in action. He changes lines with the clashing style of a motocrosser, and his battles with the 750cc twins in years past have made him a big favorite in Boise. His win this year signified a milestone, it's the first time a "valveless wonder" has won the prestigious Idaho event. In fact, this was only the second time (following Scott Pearson on a four-stroke 500 in 1982) that a single cylinder machine has ever won!

Yamamoto's bike is surprisingly stock. There's a different pipe and carburetor on it but, as Ron noted, "It's never seen a porting tool." The super tacky track seemed to suit the quick power delivery and light weight of the machine. Yamamoto kept the gas on to maintain the lead he grabbed on the fourth lap from early leader Brett Barkman (KTM), and eventual second place finisher Frank Word III (Tri).

Boisean Rod Reynolds blew the doors off the Junior class in the Main event when it really counted. Popular Mickey Fay put on a tremendous show, coming from a back row start to land in third spot among the Experts. And Winkie Freitas from Newman, California joined the ranks of Novice winners at the Boise TT (who include the likes of Eddie Lawson, Randy Green and Doug Chandler). In order to get the whole story, you have to start on Thursday night.

Thursday short track

Mickey Fay, considered a "TT specialist," slid away from 'em in the 250cc main aboard a water-cooled two-stroke motorcycle which said Harley-Davidson on the gas tank. The bike, reputedly built (along with Fay's Rotax-engined scooters) in Ron Wood's shop, was rumored to have been sold this weekend.

One more short track winner who looked unstoppable was Toby Ashley (Kaw), who dusted OMC's PR-man Larry Cowles (Yam) for the win in the 250cc Intermediate class. They would square off again on Friday.

Fay ran second to Randy Green (Hon) in the Open class but not before having to get around local John Colton (Hon). John made the main with an exciting heat race win, banging under leader Marty Zirbel (Yam) on the last corner to nip the checkers.

Another local, Jerry Moore (Hon), won his heat going away on Dave Norris' fire-breathing XR500-engined wonder. It looked like Colton and Moore were going to be ready for the big TT, still three days away.

In other short track action, Nampa's Mark Tapp (Hon) led the Mini Expert main until turn four of the last lap. Tapp was pressured throughout the race by Chad Wallwork (Yam) who made his move at the very end of the race, and made it stick. Tapp, a first year Expert, ran very strong on the TT track in 1983 and, with his fine performance in this 1/6-mile bash, looked like he might be the man to beat on Friday night at the Sportsman TT.

Friday Sportsman TT

No one was too surprised about Mickey Fay's unusual Harley considering the new rules and homologation of a certain Austrian motor which goes by several names. Fay won the 250cc race (where they still really use 250s) on the TT track, just ahead of late arrival Yamamoto (Yam), Reynolds (Kaw) and John Colton (Kaw). Both local boys (Reynolds, a Junior and Colton, a Novice) were primed at the Sportsman TT, with Colton looking especially tough.

Another man who meant business was Brett Barkman, riding a KTM in the Open class. Barkman zipped away from Yamamoto (Hon), Tom McCullough (Tri) and John Wincewiez (Tri) in this Sportsman main. Yamamoto's second place finishes in the two big races of the evening may have been a sign of things to come at the Regional.

Saturday motocross

The Enderson family from Renton, Washington scored twice at the "TT weekend" motocross, with Jason grabbing the overall in the Mini B class and brother Mike doing it to the 125cc Intermediates.

The big boys got underway with the Open Experts taking the drop of the gate first. The Peaceful Cove motocross track is essentially the same basic design instituted by Bill and Herb Uhl back in the 70's; the infamous "Sand Hill" and the Clubhouse Jump are still being incorporated. Warren "Pud" Hickman (Yam) dominated big bore contest with Joe Wright (Hon) and John Christian (Hon) running second and third respectively. Motos one and two both yielded the same results, as the smooth Hickman was uncatchable aboard his YZ490.

It was a different matter in the 250cc Expert race, however, when Jim Anderson (Yam), from Longview, Washington, took over first from early leader Loren Shockey (Hon). Shockey grabbed the first moto holeshot, was passed by Pud, got back into first, and was repassed again on the second lap. On lap four, Anderson made his move at the base of Sand Hill and got by Pud for a lead he would not relinquish. Joe Wright finished third. Shockey, who had just put the motor back in his bike, said practice and the first moto were a "break-in" period.

The second 250cc moto was nearly a carbon copy of the first, with Anderson taking the lead early and holding off Hickman's charges for 20 minutes. Wright suffered sundry difficulties and left Shockey with a 4-3 tally, good for third overall.

The real excitement on Saturday was the 125cc Expert class. On this tight course, a 125cc machine goes about as fast as anything. A talented batch of riders blasted down the chute into the first corner to start an exciting moto number one. Corey Klaudt (Yam) grabbed an early lead, but Corey Barton was on the move. The 17-year-old Barton was riding as an Expert under an "exhibition" status so as not to compromise his Intermediate standing with Team Green. Barton swooped Klaudt going up the back side of Sand Hill and had the race well in hand for most of the moto. Hard-charging Rod Habig (Kaw) worked his way into third where he eventually finished for the first go-'round. With only a couple of laps to go, Barton's brake arm parted company with the back of the swingarm, leaving Barton to contend to getting down the Sand Hill sans brakes. Klaudt took advantage of this situation to flash into first place and hold it to the checkers.

Moto two promised to be the best race of the day, and no one was disappointed. Jim Anderson, who DNF the first moto, emerged from a first turn tangle to pass leader Habig coming down the Clubhouse Jump hill on the second lap. Barton was set back in that first corner pile-up, too, but he rode like a possessed man to move into third, closing on Habig. About two-thirds of the way through the moto, Barton pulled up on Habig at the top of Sand Hill. The two local boys bounced off one another and, in a spectacular tumble, crashed while hundreds of onlooking jaws dropped open with fear. Both Kawasaki pilots were all right, but their tangle left Jim Anderson well ahead of new second position rider Jim R. Anderson (Kaw). At the finish, it was Jim Anderson (the one from Longview on a Yamaha) ahead of Jim Anderson (the other one) by 30 seconds. In the overall tally, however, Jim R. Anderson took first overall with a 5-2 score. Jim Anderson (Yam) was out of it with a DNF-1, as were Habig (3-DNF) and Barton (2-13).

The predicted rain, which threatened all weekend, started to fall during the last moto of the day, and many were wondering what the weather had in store for Sunday's big TT race.

Sunday Regional TT

After running in foul weather (even after last year's rescheduling) the past couple of years, it did the Owyhee Club officials good to see blue sky on Sunday morning for the 30th annual Regional TT. Randy Green qualified fastest and sat on the pole for the Expert Trophy dash, which he won handily over Frank Word, Scott Pearson and Yamamoto. Pearson, who has won the Boise event four consecutive times, was presented the "Mac" award (named for the late Allen MacIntyre) at the Trophy Dash ceremonies.

In only his second professional race, Randy Roose (Hon) from Bellingham, Washington, showed 'em the way in the Novice Trophy Dash, while Chris Fitzhugh (Hon) powered away from Ryan Fisher (C-A) and Rod Reynolds (Hon) in the Junior four-lapper.

Last year's winner, Frank Word III, was back this year aboard a Triumph sponsored by Adams Cycle Supply and Simpson. Fay sat near his Wood-Rotax TT machines, and there was an XR Harley in the wings, too. Late entry, former Grand National Champ Steve Eklund was prepared for the event, with his new 560cc Harley thumper. Green looked like a good bet aboard an American Honda XR-based TT bike. No one paid a lot of attention to Yamamoto, who was in the pits cleaning oily sand off his two-stroke Honda. They were ready, but there was still some unfinished business for a few of the boys.

The crazed Novice Semi saw Boise's hope John Colton (Hon) get taken out on the first start. Colton couldn't make it up on the restart, and failed to transfer. Robert Moran (C-A) stroked his way to a win in the Junior semi to make the program, and Kim Best (Yam), John Wincewicz (Tri) and Scott Pearson (Hon) had to race the Expert semi-final in order to qualify.

Following the traditional ceremonies, the main events got underway on time. Freitas (Rot) led Randy Roose (Hon) comfortably from wire-to-wire to grab the win for the Novices. This year, 250s are out and 499s

are in, and the first 15-inch machine to finish was well behind the booming four-strokes.

The Junior Main was the one race everyone was excited about. Rod Reynolds looked cool and collected in the pits prior to his battle, and his dad, Rich Reynolds, said flatly, "We're going to win this one!"

Rich was right, as Rodney scooted into the lead at the end of the second lap, passing Chris Fitzhugh (Hon), who got the holeshot. Local Jerry Moore zipped Ryan Fisher (C-A) to get third, and around they went. Moore passed Fitzhugh a few laps later, and the crowd went bonkers as Boise riders were running first and second. Moore lost second place momentarily when he took a quick trip up the bank coming out of the little corner. He was quickly back on the gas, though, and regained the position he had lost. Then, on the next lap, disaster struck as Moore's front wheel went away in the dogleg. Moore may have tried to pivot on one of the many tear-offs laying on the track, but whatever the cause, the effect was frightening. Moore went over the highside with the bike following him down, in the worst crash of the weekend. Moore suffered artery and ligament damage to his left hand, and was toted off to the hospital where surgery has since been performed; the prognosis is good. Reynolds held his lead all the way for the win, and was quickly off his bike after the race, going over to check on Moore. Fitzhugh hung on for second, and Fisher wound up third.

On the pole for the Expert 20-lap main event, Green sat on the front row, along with Yamamoto, Word, Barkman and others. Fay was back in the second row along with the last man to qualify, Pearson. When the light went green, it was Barkman zooming his KTM stroker into the first turn ahead of Word, Yamamoto and Green. Barkman held off Word for a couple of laps, but it was Yamamoto coming on strong. Yamamoto continued to pull away, with only Word staying within striking distance.

Fay meanwhile, was fighting his way up through the pack after a grim start, compliments of Dan Bennett, Eklund and John Wincewicz. Fay continued to move, though, and by lap 15, was pressuring Green for third. The two northwest TT specialists put on a tremendous dice, with Fay finally getting the better of the Honda pilot a couple of laps from the flag. Eklund nipped original leader Barkman for fifth about the time Yamamoto was waving at the man with the checkered flag.

Results

SHORT TRACK

PEE WEE: 1. David Kaiser (Yam); 2. Casey Anderson (Yam).

MICRO: 1. Richie Reynolds (Kaw); 2. James Cyr (Kaw).

MINI B: 1. Troy Hedge (Yam); 2. Shane Butchart (Hon); 3. Jason Enderson (Hon); 4. Jeff Amen (Hon).

MINI X: 1. Chad Wallwork (Yam); 2. Mark Tapp (Hon); 3. Jimmy Leroy Brown (Yam); 4. Chad Case (Hon).

125 B: 1. Jason Enderson (Hon); 2. Dexter Humbard (Hon).

125 EX: 1. Mike Enderson (Hon); 2. Sean Hart (Yam); 3. Roy Jennings (Hon).

250 B: 1. Howard Yordy (Hon); 2. Stephen Moore (Ossa); 3. Jeff Hiatt (Yam); 4. Mike Enderson (Hon).

250 INT: 1. Toby Ashley (Kaw); 2. Larry Cowles (Yam); 3. Jeff Russell (Yam).

250 EX: 1. Mickey Fay (H-D); 2. Frank Word III (Yam); 3. Brett Barkman (Hon); 4. Kelly Perkins (Hon); 5. Ryan Fisher (Yam); 6. John Colton (Kaw); 7. Steve Agehtine (Hon).

OPEN B: 1. Donald Paul (Hon); 2. Denny Feigenspan (Hon); 3. Dave Vasilauskas (Yam); 4. Scott Mathey (Hon).

OPEN INT: 1. Terry Anderson (Hon); 2. Bob Best (Yam); 3. Gary Bonney (Hon).

OPEN EX: 1. Randy Green (Hon); 2. Mickey Fay (Rot); 3. John Colton (Hon); 4. Jerry Moore (Hon); 5. Kim Best (Yam); 6. Jeff McDaniel (Kaw); 7. Steve

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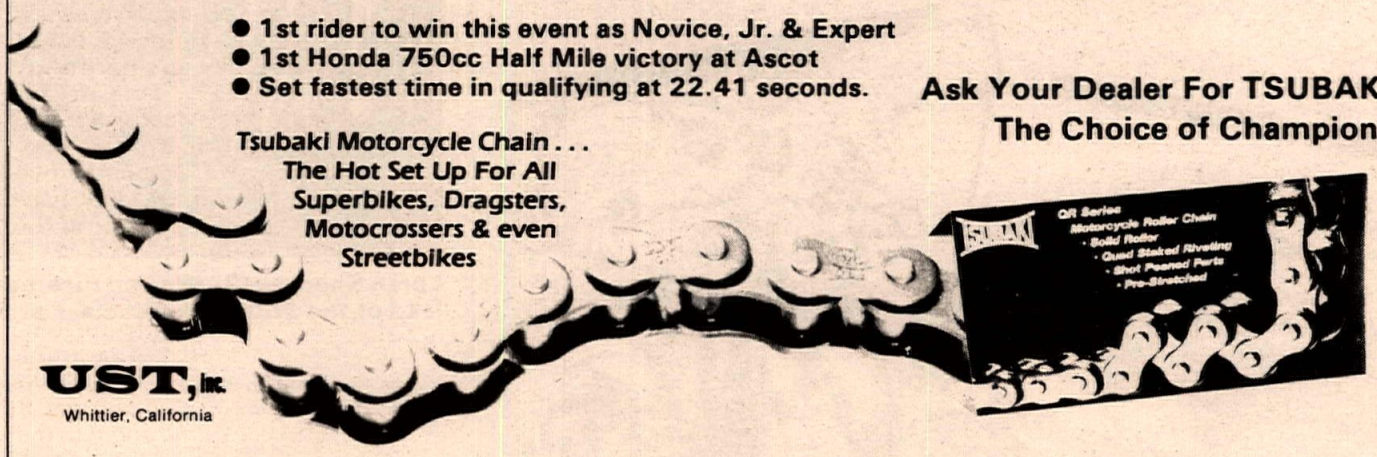

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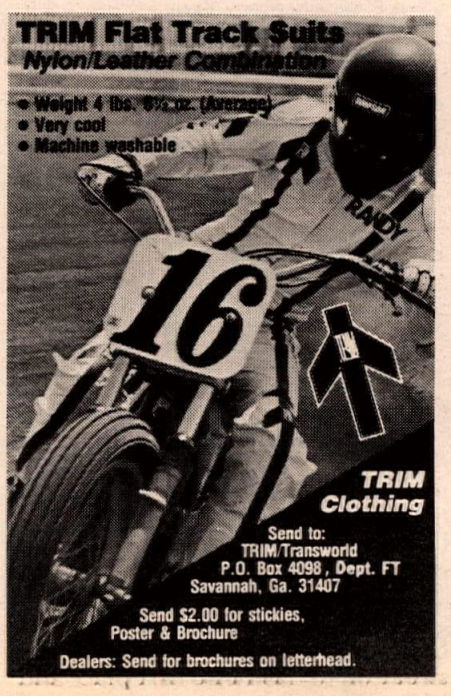

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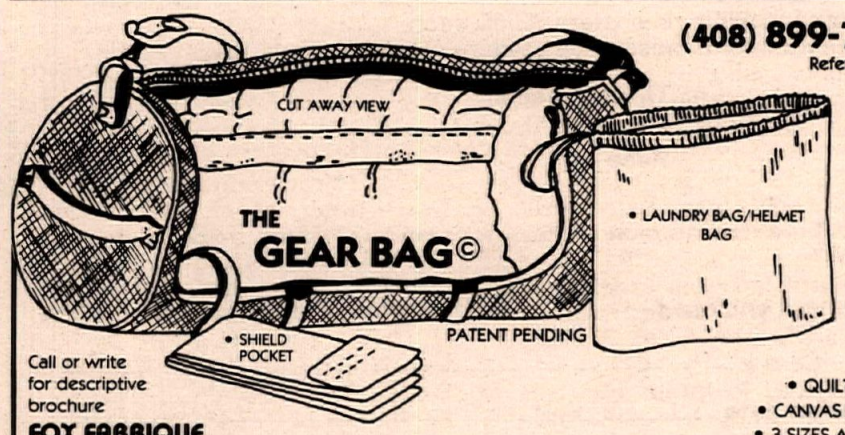

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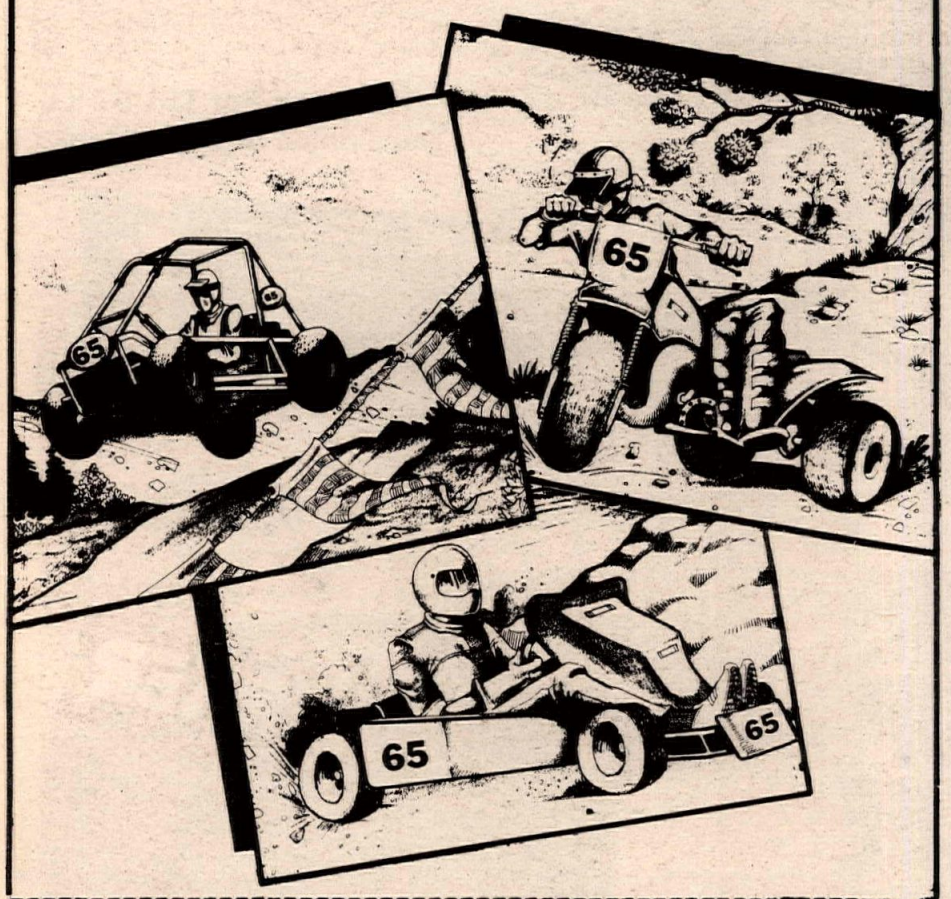

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NORTHERN DATELINE

PHOTO BY MARTY GREGORY

Loren Shockey (2), Warren Hickman (289) and Jim Anderson battle for the lead of the 250cc Expert class at Boise's motocross.

Kendig (Hon); 8. Arney Wick (Hon); 9. Marty Zirbel (Yam).

SPORTSMAN TT

MICRO: 1. Richie Reynolds (Kaw); 2. Shane Butchart (Hon); 3. Ryan Anderson (Hon); 4. Bart Jordan (Kaw); 5. Ryan Huffman (Yam); 6. James Cyr (Kaw); 7. Chris Brandon (Kaw).

MINI B: 1. Shane Butchart (Hon); 2. Mike Sudwecks (Yam); 3. Troy Hodge (Yam); 4. Jason Enderson (Hon); 5. Jason Brumpton (Suz); 6. Shayne Murphy; 7. Scott James (Yam).

MINI EX: 1. Dexter Humbard (Kaw); 2. Jimmy Brown (Yam); 3. Chad Wallwork (Yam); 4. Chad Case (Hon).

125 B: 1. Troy Hedge (Yam); 2. Dexter Humbard (Hon).

125 EX: 1. Sean Hart (Yam); 2. Mike Enderson (Hon); 3. Troy Norris (Hon); 4. Chad Wallwork (Hon).

250 B: 1. Howard Yordy (Hon); 2. Bruce Wheaton (Hon); 3. Brendon Murphy (Yam); 4. Dale Waterman (Suz).

250 INT: 1. Toby Ashley (Kaw); 2. Jeff Carson (Hon); 3. Jim Brandon (KTM); 4. Kit Farley (Rickman).

250 EX: 1. Mickey Fay (H-D); 2. Ron Yamamoto (Yam); 3. Rod Reynolds (Kaw); 4. John Colton (Kaw); 5. Eric Satterwaite (Hon); 6. Del Schwitzer (Hon); 7. Sean Hart (Yam); 8. Ryan Fisher (Yam); 9. Dean James (C-A); 10. Don Wilson (Kaw).

OPEN B: 1. Scott Mathey (Hon); 2. Denny Feigenspan (Hon); 3. Troy Rose (Yam); 4. Lavar Spackman (Yam).

OPEN INT: 1. Brett Howard (Hon); 2. Marty Zirbel (Tri); 3. Bob Best (Yam).

OPEN EX: 1. Brett Barkman (KTM); 2. Ron Yamamoto (Hon); 3. Tom McCullough (Tri); 4. John Wincewiez (Tri); 5. Randy Green (Hon); 6. Kim Best (Yam); 7. Mike Sullivan (Hon); 8. Jeff McDaniel (Kaw); 9. Rodney Reynolds (Hon); 10. Chris Fitzhugh (Hon); 11. Arney Wick (Hon); 12. Duane Gerrard (C-A).

MOTOCROSS

MICRO: 1. Ryan Huffman (Yam); 2. James Cyr (Kaw).

MINI B: 1. Jason Enderson (Hon); 2. Kevin Merrill (Yam); 3. Mike Harris (Hon); 4. Ryan Huffman (Yam); 5. Dennis Randall (Hon); 6. Ryan Koford (Hon); 7. J.D. Formesbeck (Kaw); 8. Angela Davis (Kaw).

MINI X: 1. Jimmy Brown (Yam); 2. Chad Wallwork (Yam); 3. Tom Hiler (Kaw).

125 B CLASS 1: 1. Brian Gafford (Suz); 2. Tom Hiler (Kaw); 3. Dion Carlson (Suz); 4. Sid Morris (Suz); 5. Bryan Hunter (Yam).

125 B CLASS 2: 1. Chris Strong (Yam); 2. Steve Davis (Yam); 3. Chris Koford (Hon); 4. Jason Enderson (Hon); 5. Terry Thomas (Kaw); 6. Rick Taylor (Kaw).

125 INT: 1. Mike Enderson (Hon); 2. Jamie Steelsmith (Hon); 3. Tracy Ridgeway (Yam); 4. Ford Farnock (Suz).

125 EX: 1. Jim R. Anderson (Kaw); 2. Brad Baker (Suz); 3. Steve Newberry (Kaw).

250 B: 1. Rick Evans (Hon); 2. Rob Johnson (Yam); 3. David Gurvis (Hon); 4. Mitchell Lorry (Suz); 5. Jeff Anderson (Yam); 6. Eric Lansing (Yam); 7. Tim Behrman (Suz); 8. Brian Bertsch (Hon); 9. Jeff Murray (Hon); 10. Steve Becken (Kaw).

250 INT: 1. Steve Cooper (Suz); 2. Bob Kran (Hon); 3. Ron Wehr (Yam); 4. Darin Baker (Yam); 5. Justin Moose (Hon).

250 EX: 1. Jim Anderson (Yam); 2. Warren Hickman (Yam); 3. Loren Shockey (Hon); 4. Ed Hickman (Yam).

OPEN B: 1. Denny Feigenspan (Hon); 2. Tim Bassart (Hon); 3. Roger Slack (Yam); 4. Jim Sharp (Hus).

OPEN INT: 1. Otis Berg (Yam); 2. Dennis Lee (Hon).

OPEN EX: 1. Warren Hickman (Yam); 2. Joe Wright (Hon); 3. John Christian (Hon).

OLD DUFFERS: 1. Bob Brah (Hon); 2. Dana DeChambeau (Yam).

REGIONAL TT

TROPHY DASH

NOV: 1. Randy Roose (Hon).

JR: 1. Chris Fitzhugh (Hon).

EX: 1. Randy Green (Hon).

NOV MAIN: 1. Winkie Freitas (Rot); 2. Randy Roose (Hon); 3. Jace Carter (Hon); 4. Jack "Bugsy" Booth (Rot); 5. Ricky Nelson (Yam); 6. Robert Jokela (Yam); 7. Marty Zirbel (Yam); 8. Mark Illian (Hon).

JR MAIN: 1. Rod Reynolds (Hon); 2. Chris Fitzhugh (Hon); 3. Ryan Fisher (C-A); 4. Daniel McDonnell (Hon); 5. Robert Moran (C-A); 6. Terry Wahl (C-A); 7. Mike Lawrence (Hon); 8. Gary Trull (Rot).

EX MAIN: 1. Ron Yamamoto (Hon); 2. Frank Word III (Tri); 3. Mickey Fay (Rot); 4. Randy Green (Hon); 5. Steve Eklund (H-D); 6. Brett Barkman (KTM); 7. Dan Bennett (Hon); 8. John Wincewicz (Tri).

Holden, Dick dice at Canadian RR

By Alice Macpherson

WESTWOOD, B.C., CANADA, APR. 15

New rivals, New Zealand champion Robert Holden and B.C. champion Steve Dick, kept the spectators enthralled as they ran a continuous dogfight each time they were together on the track. Holden had one crash and Dick had two, but when the dust cleared, one of the two was always the winner.

During the open racing, Holden trailed Dick in the first heat. Unfortunately, Dick grabbed too much brake going into turn four on the first lap of the second heat. It was a spectacular get-off, but Dick walked away, unharmed but frustrated.

Holden had his turn in 250cc GP, when the Suzuki he was piloting went down going onto the backstraight. Alan Inglis cruised to the first position for both heats on his Rolls Research Yamaha.

Tuner Bryan Rolls ran one of his own super Yamahas in 600cc Cafe, and was the rider to beat. Since no one did in the first heat, his close third place behind Dave Hughes and Bruce Chewonka in the second round was good enough for the first overall.

In the sidecar world, AMA number one Bruce Lind and Jack Hart came out to race but withdrew when the rain started to come down. This left the Wildman clan battling for first and second. John Wildman and passenger Rick Davison came out the winners, chased by the father and son team of Dave and Ashley Wildman. "They (John and Rick) really have more drive in that motor. I tried to hold it on while following them through turn two and couldn't keep up," said Dave.

The race of the day was the last heat of 750cc Production, where Dick bided his time from the start and finally out-motored Holden coming out of the steep hairpin. ●

Results

600 PROD: 1. Robert Holden (Suz); 2. Craig Turner (Yam); 3. Steve Crevier (Yam).

600 CAFE: 1. Bryan Rolls (Yam); 2. Pablo Macovei (Kaw); 3. David Hughes (Yam).

250 GP: 1. Alan Inglis (Yam); 2. Scott Moon (Yam); 3. Colin Hancock (Hon).

750 PROD: 1. Steve Dick (Hon); 2. Robert Holden (Suz); 3. Darryl Fletcher (Kaw).

OPEN: 1. Robert Holden (Suz); 2. Roland Stuart-Smith (Kaw); 3. Ken Broier (Kaw).

SIDECAR: 1. John Wildman/Rick Davison (Suz); 2. Dave Wildman/Ashley Wildman (Beagle); 3. Phil Roney/Harry Rihela (Kaw).

SUPERBIKE: 1. Joe Blackburn (Hon); 2. Richard Day (Duc).

Central Pipeline

Double Sweet victory in Texas

By M. Orr

BOYD, TX, APR. 8

Sammy Sweet took a pair of Harley-Davidsons to main event victories at Mike Kidd's Hillside Raceway in tonight's double-header. In the short track portion of the evening, Sweet won the 250cc Senior main, then went on to claim the Open Senior class in the TT. He also came up with a pair of thirds, one each in the short track Trophy Dash and Open Senior class.

The 250cc Senior heats went to Johnny Johnson and Sweet, but the battle for the lead of the main was between Sweet and Scott Scherb. Scherb led for four laps until Sweet made his move in turn four to take the win over Scherb. David Fisher came through the field from the back of the pack to take over third place from Johnson, but he couldn't catch the leaders.

One of the largest classes was the Open Senior TT class. Scherb and Sweet split the heat wins. Sweet took over the lead from Gary Kidd on the second lap of the main as Kidd missed the right hand turn and drifted high. Sweet quickly pulled away and never looked back. He was followed to the flag by Randy Whisenant, John Gladwill and Terry Newman, while Scherb had to settle for fifth place.

Eight bikes were qualified for the 250cc/Open combined Trophy Dash on the short track. Sweet qualified from both classes, but elected to run the big bike. When the flag fell, Gladwill jumped into the lead, and led the race wire-to-wire for a well-deserved win. Rusty Gourley finished in second place, with third going to Sweet.

Results

SHORT TRACK

TROPHY DASH: 1. John Gladwill (Hon); 2. Rusty Gourley; 3. Sammy Sweet.

50: 1. Todd Way (Yam); 2. P.J. Webster (Yam); 3. Chrles Fontenot (Yam).

80 JR: 1. Mark Burch (Hon).

80 SR: 1. Scott Williams (Hon); 2. Mike Hale (Yam); 3. Bill Richards Jr. (Hon).

125: 1. Scott Scherb (Hon); 2. Mike Hale (Yam); 3. Darrell Reeves (Yam).

270 JR: 1. Willie McCoy (Hon); 2. James Huddleston (Yam); 3. Alan Powers (Yam).

250 SR: 1. Sammy Sweet (H-D); 2. Scott Scherb (Hon); 3. David Fisher (Kaw).

OPEN JR: 1. James Huddleston (Yam); 2. Mark Blackstock (Yam); 3. Alan Powers (Yam).

OPEN SR: 1. Rusty Gourley (H-D); 2. John Gladwill (Hon); 3. Sammy Sweet (H-D).

TT

50: 1. Todd Way (Yam); 2. P.J. Webster (Yam); 3. Jason Adcock (Yam).

60: 1. Derick Whitener (Hon); 2. Mark Burch (Hon).

80 JR: 1. Chad McCracken (Yam); 2. Donnie Pardue (Hon); 3. Scott Williams (Hon).

80 SR: 1. Bill Richards Jr. (Hon); 2. Mike Hale (Yam); 3. Clayton Hull (Suz).

125: 1. Ed Meyer (Suz); 2. Gary Prochaska (Suz); 3. Marty Strickland (Suz).

250 JR: 1. Bobby Shaw (Suz); 2. Tommy Brooks (Hon); 3. Jeff Kauffman (Hon).

OPEN JR: 1. Bobby Shaw (Suz); 2. Kerry Wood (Hon); 3. Kevin Jones (Bul).

OPEN SR: 1. Sammy Sweet (H-D); 2. Randy Whisenant (Kaw); 3. John Gladwill (Hon).

OPEN — OVER 30: 1. Harry Rardin (Hon); 2. Steve Moree (Hon).

Poovey dusts Devils Bowl HM

By Bob Bagwell

DALLAS, TX, APR. 22

Terry Poovey, the speedster from Euless, Texas, took his Harley-Davidson to the winner's circle following the day's half mile event. Poovey took the lead off the starting line of the crowded main and held it all the way to the finish, doing a wheelie across the line to collect the $500 in prize money. Scotty Adams, Sammy Potter, and Shon Stovall led a fierce battle for second place, which lasted from start to finish.

The 250cc Pro-Am main saw Charlie Orr and Johnnie Johnson really slug it out for several laps before Orr's motor gave up, allowing Johnson to take over. Then, from out of nowhere, Dodd Dyson moved up to challenge for the lead. The battle lasted several laps, until Dyson squeezed by the win and the cash.

North, Dust storm Swan MX

By Gary Willer

TYLER, TX, APR. 15

Jody North rode to near perfection today enroute to taking the 60cc and 80cc Junior class crowns. North held complete domination of the mini matches, leading the charge every lap of the way in both outings. Josh West wrestled to second place in the first moto with Billy DeBaca, Jeff Ashby (riding with a cast on his left wrist) and Greg Lee finishing out the first five places.

Lining up behind North in second round action came DeBaca, Ashby, West and Lee. The same order prevailed until the final lap when West fumbled his way to the back of the pack. With North taking his second victory, DeBaca and Ashby claimed the place and show spots.

In 80cc Junior action, North played chase behind Eric Edwards and DeBaca for the first four laps. But on the fifth and final circuit it was North first at the flag. DeBaca, Edwards and Ashby followed.

In the second moto North nestled into the lead and didn't look back. Behind the champ, Edwards and DeBaca again battled for second and third. Ashby lasted only the first lap, then left after crashing in turn one at the start of lap two. North took the win, with DeBaca passing Edwards on lap four, to finish second.

Greg "Eat My" Dust routed the 250cc Novice class this afternoon. Dust got a dose of his own from Steve Dodd on the first trip around, but took charge on lap two and pulled away from the competition. Dodd rode well on his way to second place of Charlie Davison, Brint Burkham and Steve Davison.

Dust led the troops in the second Stanza from beginning to end. The Honda ace again commanded the Kawasakis of Dodd, Burkham and the Davison brothers. Honda rider Mike Torkelson got between Charlie Davison and Burkham to take over fourth on lap two. From the second lap on, the positions remained virtually the same, with Dust dominating.

Results

60: 1. Jody North (Hon); 2. Billy DeBaca (Kaw); 3. Jeff Ashby (Kaw).

80 JR: 1. Jody North (Hon); 2. Billy DeBaca (Kaw); 3. Eric Edwards (Hon).

80 SR: 1. Andy Embry (Kaw); 2. Greg Denison (Hon); 3. Jeremy West (Hon).

80 STK: 1. Andy Embry (Kaw); 2. Jeremy West (Hon); 3. Eric Edwards (Hon).

BEG: 1. Ron Black (KTM); 2. Mike Dorman (Hon); 3. Tony Fortner (Yam).

125 NOV: 1. Brint Burkham (Kaw); 2. Kai Roberts (Yam); 3. Jeff Harris (Kaw).

125 INT: 1. Ray Burgess (Hon); 2. John Leatherwood (Yam).

250 NOV: 1. Greg Dust (Hon); 2. Steve Dodd (Kaw); 3. Charlie Davison (Kaw).

250 INT: 1. Ray Burgess (Hon); 2. Brian Evans (Yam).

OVER 30: 1. Terry Burghart (Hon); 2. Paul Edwards (Hon); 3. Ray Keough (Kaw).

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hrp

ENTRIES:
SPORTSMAN: $15
PRO: $20
CMC LICENSE REQUIRED - AVAILABLE RACE DAY $25

EVENT SCHEDULE:
GATES OPEN: 6:00
SIGNUP: 6:15 - 8:00
PRACTICE: 7:00 - 8:15
FIRST RACE: 8:30

OPEN PITS
-Overnight Camping OK
-Points Awarded for Overall Position Per Event
-Double Sportsman Points for Final Event
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Riverside Raceway
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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quion, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay Area
TBA	Los Angeles Area
TBA	San Diego Area

AMA/Bel-Ray Motocross Series

5/13	Atlanta, GA
5/27	Mt. Morris, PA
6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/5	Millville, MN
8/12	Denver, CO
8/19	Washougal, WA

AMA Superbike Championship Series

5/20	Sonoma, CA
6/9	Elkhart Lake, WI
6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/12	Portland, OR
8/18	Sonoma, CA
9/1	Brainerd, MN
9/9	Kent, WA
9/16	Rosamond, CA
9/29	Lexington, OH
11/4	Daytona Beach, FL
TBA	Woodbine, NJ

WERA National Endurance Road Race Series

5/26	Wentzville, MO
6/2	Braselton, GA
6/9-10	Rosamond, CA
7/7	Faulkville, GA
7/14	Loudon, NH
7/28-29	Warren, OH
9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

5/13	Czechoslovakia
5/20	England
6/3	Italy
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trials Series

6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

5/13	Lucerne Valley, CA
5/20	Bruceton Mills, WV
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Reliability Trials Series

5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike National Championship Series

5/19-20	L.A. County, CA
5/26-27	Winston-Salem, NC
5/28	La Rue, OH
6/3&10	TBA
6/17	Kansas City, MO
6/23-24	Fremont, Ca
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

5/19-20*	Gainesville, FL
5/26-27	Bakersfield, CA
6/2-3	Warner Robbins, GA
6/9-10****	Columbus, OH
6/23-24	East Haddam, CT
6/30-7/1	Columbus, OH
7/14-15*****	Englishtown, NJ
8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3******	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

NMA Grand National Championship Series

Regional Qualifiers

Western 1

5/20	Las Vegas, NV
5/27	Indian Dunes, CA
6/3	Sunrise, CA
6/10	Saddleback, CA
6/24	Saddleback, CA
7/7-8	Barona Oaks, CA

Western 2

5/20	Huron, CA
6/3	Brentwood, CA
6/10	Hollister, CA
6/16	Madera, CA
6/24	Brentwood, CA

Tri-State

5/19	Colville, WA
6/2	Clarkia, ID
6/17	Missoula, MT

Rocky Mtn. 1

5/20	Colorado Springs, CO
6/2	Castle Rock, CO
6/3	Castle Rock, CO
6/17	Trinidad, CO

Ozark

5/12-13	Claremore, OK
5/26-27	Springfield, MO
6/15-17	Oklahoma City, OK Interstate
6/30-7/1	Tulsa, OK

High Plains

5/20	Wellington, TX
5/26	Mooreland, OK
5/27	Mooreland, OK
6/17	La Fors, TX

Midland

5/13	Leveland, TX
6/10	Midland, TX

Rocky Mtn. 2

6/16	S.L. City, UT
6/17	S.L. City, UT

Northwest

5/12	Richland, WA
6/2	Roseberg, OR
6/23	Yakima, WA

Arizona

5/13	Canyon, Phnx, AZ
5/19	Firebird, Phnx, AZ
5/26	Canyon, Phnx, AZ
6/2	Firebird, Phnx, AZ

Southwest

5/13	Gallup, NM
5/20	Carlsbad, NM
5/27	Albq, NM
6/10	Farmington, NM

Central

5/13	Jefferson City, MO
5/20	Junction City, KS
5/26	Beatrice, NB
6/16	Columbia, MO
6/24	Wisner, NB

Texas

5/19-20	Lake Whitney, TX
5/26-27	Tyler, TX
6/16-17	Houston, TX

Grand National Final

8/6-12	Ponca City, OK

CMC Four-Stroke Nationals

5/27	Orange, CA
9/2	Orange, CA
12/2	Carlsbad, CA

SCORE Off-Road Series

6/1-3	Baja Internacional
9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

6/2-8	Isle of Man RR Isle of Man
6/17	Pairs Speedway Championship Finals, Longo, Italy
7/1	Formula One TT Assen, Holland
7/15	Formula One TT Vila, Portugal
8/18	Team Speedway World Championship, Leszno, Poland
8/19	Formula One TT Dundrod, Ireland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe des Nations Dalencin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

Wednesday

CALIFORNIA

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Hwy 50 to Bradshaw Rd. South to Jackson Hwy. then East to Excelsior Rd. All classes, 30% trophy, 100% Pro pb. Gate 5pm, prac 6, race 7:30. Gate $5, all entries $5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK MX (SMX)
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit, east 7 mi to Santiago Canyon Rd. Right to county fire station, left on rd. past fire station. Gate opens 7:30am, prac 8-8:30, race 9:00. Pros and Sprtsman race 30 min. motos. Entry $12 Sptsmn, $15 Pro. Memb. reqd., avail at track. 33% troph. Info: 714/831-3482.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

May 11

CRC NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, 30% troph, cash to Pros. Sign-up 6 pm, prac 7, race 8. Memb. reqd. Friday night races have ½ of Sunday pts. Entry $12, $15 Pro. Info 213/830-7519.

AMA PRO HALF MILE
Ascot Park, Gardena, CA. All Pro classes, Exp. Jr., Nov. Admission $5.50, $3.50 Jrs., Kids 9-12 $1. Under 8 free. Pit gate $9. Sign-up 5 pm, prac 6, qual. 7, race 8. Info 213/321-5323 or 323-5055.

May 12

ASCOT NATIONAL HALF MILE
Ascot Park, Gardena, CA. 7th Annual Spring Classic AMA Grand National Championship Half Mile. Also, 12 lap Junior national. Advance tickets: adult reserved $16, kids $8. Race day only. Gen. Adm. $14, kids $7. Agajanian Ent. Phone 213/321-5323 or 323-5055. Also available at Ticketron or by calling Teletron 213/410-1062.

H.O.G. PRE-RACE RECEPTION
Queensway Bay Hilton, 700 Queensway Dr., Long Beach, CA. Adjacent to Queen Mary. 3-5 pm, Satuday. Meet Vaughn Beals and Miss Harley-Davidson. Harley Owners Group. Info 414/342-4680.

WASHINGTON SHORT TRACK
Rainer, WA. 15 miles S.E. of Olympia, WA off Hwy 507. Full Youth and Ama program, 50cc to Open A&B classes. 33% trophy, AMA 27 pts. No rain, no knobs. Silencers reqd. Race rain or shine. Gate 6 pm, prac 7:15, race 8. entry $5/class. Rainier Sportsman Club M/C. Info 206/264-4619 (Mike or Marilyn).

IDAHO SPORTSMAN TT
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

CENTRAL WASHINGTON NMA QUALIFIER
Horn Rapids ORV Park, Richland, 4 mi north of Richland on Hwy 240. Turn north on Gross Cup Rd. All classes. Gate 7:30 am, prac 9, race 10. R & R Promotions. Info: 509/575-1843 Ross WA. Roberts.

May 12-13

IDAHO ANTIQUE AND CLASSIC RALLY
Caldwell, ID. Everyone is invited. All bikes or parts must be 10 years old or more, or no longer produced. Swapmeet on Sun, many other events. Info 208/459-8786 or 362-0319 (Dick or Lynn).

AMA/D-36 NEVADA GRAND PRIX
Virginia City, NV. All classes, no

1984 YAMAHA MOTOCROSS
GRAND NATIONAL CHAMPIONSHIP SERIES
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GRAND NATIONAL CHAMPIONSHIP
Ponca City Oklahoma USA
AUG. 6-12, 1984

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HIGH PLAINS
Author Jones
806/447-2812
5-20 Wellington, TX
5-26 Mooreland, OK
5-27 Mooreland, OK
6-17 Lefors, TX

TRI-STATE
Butch Smith
509/924-2544
5-19 Colville, WA
6-2 Clarkia, ID
6-17 Missoula, MT

SOUTHWEST
Bruce Macrae
505/344-9422
5-13 Gallup, NM
5-20 Carlsbad, NM
5-27 Farmington, NM

CENTRAL
Gil Madrid
816/761-0245
5-13 Jefferson City, MO
5-20 Junction City, KS
5-26 Beatrice, NB
6-16 Columbia, MO
6-24 Wisner, NB

WESTERN I
Ron Henricksen
213/868-8112
5-19,20 Las Vegas, NV
5-27 Ind. Dunes CA
6-3 Sunrise, CA
6-10 Saddleback, CA
6-24 Saddleback, CA
7-7,8 Barona Oaks, CA

WESTERN II
Gary Earl
415/522-1030
415/523-4210
5-20 Huron, CA
6-3 Brentwood, CA
6-10 Hollister, CA
6-16 Madera, CA
6-24 Brentwood, CA

ROCKY MTN. I
Bob Lindsey
303/599-9525
5-20 Colo. Springs, CO
6-2 Castle Rock, CO
6-3 Castle Rock, CO
6-17 Trinidad, CO

OZARK
Tommy Newman
405/681-9492
5-12,13 Claremore, OK
5-26,27 Springfield, MO
6-16,17 Oklahoma City Interstate
6-30, 7-1 Tulsa, OK

MIDLAND
Author Jones
806/447-2812
5-13 Levelland, TX
6-10 Midland, TX

NORTHWEST
Kayleen Ward
206/788-4681
5-12 Richland, WA
5-19 Woodland, WA
6-2 Roseburg, OR
6-23 Yakima, WA

ARIZONA
Ron Keyes
602/795-2238
5-13 Canyon-Phnx, AZ
5-19 Firebird-Phnx, AZ
5-26 Canyon-Phnx, AZ
6-2 Firebird-Phnx, AZ

TEXAS
Bob Holley
409/849-0937
5-19,20 Lake Whitney, TX
5-26,27 Tyler, TX
6-16,17 Houston, TX

CALL YOUR REGIONAL MANAGER FOR ENTRY FORMS & INFORMATION.

Welcome to America's Greatest National Motocross Program. NMA presents classes for every racers age and ability. You qualify and finish in the top twelve in your region and you are on your way to the *1984 YAMAHA GRAND NATIONAL CHAMPIONSHIP* AT PONCA CITY, OK.

BUDWEISER
Budweiser — CRC — Budweiser LIGHT
PRESENT 7th ANNUAL
DUNESTOWN
CLASSIC GRAND PRIX
INDIAN DUNES VALENCIA, CA
125, 250, Open Pros Ride to Qualify for Sueprbowl of Motocross
Saturday, June 2, Pasadena, CA ROSEBOWL

SCHEDULE
8 a.m. Minis
9 a.m. Odysseys
10 a.m. O.T.
11 a.m. 3-Wheelers
Noon 125, 250, 500 Pros
1 p.m. 30-, 40-, MX Vets
2 p.m. 100, 200 Am, Nov, Beg
3 p.m. 250 Am, Nov, Beg
4 p.m. 500 Am, Nov, Beg
5 p.m. Team Race

Bikes & ATVs
$1000 Pro Purse
Pro & Sportsman Contingencies
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MX, ATV, G.P. Points
Entry Fee $20 Mail, $25 Post

COURSE WILL INCLUDE THE INTERNATIONAL TRACK, SHADOW GLEN TRACK, SAND WASH & MOUNTAINS

MOTOCROSS RACE LOG
FOR INFORMATION CALL CRC HEADQUARTERS (213) 830-7519
IRC
Pro Contingency Dollars Must Use IRC Tires
PJ1 CORPORATION — BANZAI BROTHERS — CEET RACING APPAREL

BUCKER-BUSH ENDURO 1984 CRC STRAND
CRC FAMILY ENDURO
20% TROPHIES
CRC POINTS
Lucerne
3 LOOPS
8 a.m. START
May 20, 1984
BANZAI BROTHERS
INFO: (714) 689-6114 (days)

SRA Schedule
May 13 — HILLTOPPERS G.P.
May 27 — PERRIS
Jun. 17 — Riverside
Father's Day G.P.
(714) 828-1358

CORONA RACEWAY R.A.C.E. Schedule

Fri.	May 11	Motocross
Thurs.	May 17	Ody. 3 Whlrs
Fri.	May 18	Motocross
Fri.	May 25	Motocross

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4:50x17, 5:00x18, 5:00x17

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EVERY TUESDAY NIGHT
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Gates Open 6 p.m.
Racing 7:30 p.m.

Rider/Mechanics $7.00
Spectators $5.00
Kids 7-12 $2.00
FREE PARKING

Stanislaus County Fairgrounds
TURLOCK, CA
Hwy. 99 To Fulkerth Off-ramp —
Rider Info: (209) 784-2674

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Monday, May 28th
CORONA RACEWAY
$1,000 Contingencies for Amateurs ● 100% Pay Back to Pros

Speedway
May 11
Costa Mesa

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5
on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

minis. $15,000 in prizes, contingencies and cash. Finisher pins. AMA/D-36 points. Race at 11 am Sat, 10 am Sun. Spark arrestors reqd. Entry $35, $50 post. $70 cash class. Entires accepted 4/1-5/1. 4400 rider limit. Info 702/322-8083 or 849-0185.

May 13

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

AMA/D-37 CALIFORNIA MOTOCROSS
Prairie City OHV Park, Sacramento, CA. All D-36 classes, 100% Pro pb, large trophies for sptsmn. Gate opens 7 am, prac 7:45, race 9. Entry $15 sptsmn, $20 Pro, $5 spect. Demello MX Promotions. Info Vasco Demello 916/988-5011.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 9135. Info 213/881-5778.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

TEXAS WACO MOTOCROSS
Waco MX Park, Waco, TX. 9 miles east of Waco on State Hwy 6. All classes. Trophs to 5, black dirt, "blue groove" MX club. Sponsored for fun. Gate opens 8 am, prac 9, race 10. Entry $10 per class, $3 gate, over 60 and under 6 free. Waco Eagles M/C. Info 817/752-5094. (Steve Brown).

NMA ARIZONA QUALIFIER
Canyon Raceway, Phoenix, AZ. 1 ½ mile west of 99th Ave. and Carefree Hwy. All classes. 33% trophs, 100% Ex. pb. Gate opens 7 am, prac 8. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

CMC CALIFORNIA MOTOCROSS
Hollister Hills, CA. Hollister Hills SVRA. Hwy 156 into Hollister, follow signs to SVRA. All classes plus 3-whlrs. 30% trophs, 100% Pro pb. Gate 7 am, prac 8, race 9. Entry $15, $20 Pro. Info 209/673-3146 or 408/637-3874 (Pat Pipes).
CANCELLED

BAJA CALIFORNIA GRAND PRIX
Baja California, Mexico. Hilltoppers Rosarito Beach 100. All classes. Entries from March 19 to April 30. 20% trophs. Free camping on the beach. Entry $25 by mail; $35 post, $60 pro. $2000 Pro race following. SRA sanctioned pts. event. Info 213/428-4971 or 714/898-4557.

TEXAS MOTOCROSS
Longview, TX. 5 miles west of Longview, off I-20 on Tex. Farm Rd. 2011. All classes includ. 4-stroke. Trophs to 5. $1005 Exp purse (15 min. class). 100% Pro pb. Concessions. Gate opens 7 am, prac on Sat. before. Entry $10, $20 Pro and Exp. East-Tex MX Park. Info 409/248-2700 (Fred Heinkel).

TEXAS HALF MILE
Devils Bowl Speedway, Dallas, TX. Pro-Am $1000 to win 100 lap main event. AMA-sanctioned, run with Harley Owners Group rally on Sunday. Prac noon, races 2 pm. Info Bob Bagwel 817/488-9133.

CMC CALIFORNIA MOTOCROSS
Lemoore, CA. I-5 to 198 east to NAS Lenmoore, or Hwy 99 to 198 west to NAS Lemoore. All classes, 50% trophy, Pro payback: (60 riders, $1500 purse; 80 riders $2000 purse; or 120% payback). Gate 6:30am, Prac 7:30, race 8:30. Free O/N camping. Entry: Pro $25, Am, $12. O/A trophies to be given to top 3 in class, if 6 riders. Contingency prizes. 1st race of Central Cal Series. Info: Dennis Davis 209/924-5284 or 998/5339.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4769.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concesions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

H.O.G. FIELD MEET AND RACE
Devil's Bowl Speedway, I-20 east at Lawson Rd. exit. Dallas, TX. Field meet 10 am, ½ mile dirt track race 1 pm. Harley Owners Group. Info 414/342-4680.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. I-5 to west on Hwy 126. All classes, includ. ATV. 30% trophs, $1000 purse to Pros. Gate 7 am, prac 8, race 9. Entry Ama. $15 mail, Pros $20, by mail. Add $5 for post entry. Budweiser Spring Classic. No memb. req'd for D-37 card. Info 818/881-5778 (Shirley Shore).

AMA-38 DESERT RACE
Plaster City West. Classes: Beg., Nov., Ama, Exp 125, 250, Open; Vet (30 plus) all, Sr (40 plus) all. Finisher caps, 20% trophs, free beer to finishers, restroom, silencers reqd. BLM approved. Prac Sat., race Sun. D-38 Desert pts. Sign-up: Sat 4-?; Sun 6 am, riders meeting 7, race 7:30. 10, 20 mile loops. C/M Cycle Team 200. Entry $15 each racer. Fudpucker Racing Team. Info 619/427-5759.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AL. End of W. Diamond Blvd., off of Jodphur Rd. All classes, includ. 3-wheel. 33% trophs, 100% Pro pb, gate 8 am, sign-up 9, prac 10:30, race 11:15. Entry $25 Pro, $15 all others. $3 gate. Alaska Motorcycle Racing Assn. Info Richard Butler 907/333-5033.

AMA NATIONAL HARE SCRAMBLES
Soggy Dry Lake, limed from Y Cafe in Lucrene Valley, CA. All classes, finisher pins. 15% trophy, Hi-Point contingencies, many other prizes. Five, 22-mile loops; Beg., women and Nov., go 3 loops. Grand Prix finish. Rescue 3. Start 9 am, entry $16. D-37 Prairie Dogs MC. Info 714/848-7970 (Ken or 630-1877 (Brent).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes. 30% sptsmn trophs, 100% Pro pb. Gate opens 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/671-7859 or 634-3328 (Tom).

AMA/HI-POINT NATIONAL HARE SCRAMBLES
Soggy Dry Lake, Lucerne Valley, CA. All national classes. 15% trophy, D-37 pts. Hi Point gift certificates for top 5 in each national class. AMA member reqd. Five, 22-mile loops. Beg/Woman, Nov. go three. 9 am start. Rescue 3 on hand. Hosted by the Prairie Dogs. Entry $16. Info 714/848-7970 (Ken Jose).

CALIFORNIA FLAT TRACK DOUBLEHEADER
Lodi Cycle Bowl, Lodi, CA. Morse rd, between Armstrong and 8 mile rd. All classes, 80-500cc. Prac 9-10:30 for ST, race 11. TT sign-up till 12:30, prac after ST, race approx. 1:30. Entry 410, $13 Semi-Pro. Info 209/368-7182 or 931-3722.

NDMA NORTH DAKOTA MOTOCROSS
Riverdale, ND. All classes. 200% Pro pb. Entry $10.00 - Pro, $7.50 A, $5 B. Start 1pm. Info 701/227-1135 Jim Peters.

OREGON MOTOCROSS
Six miles south of Roseburg, OR. I-5 to Clarks Branch exit, go east 3 miles. Classes: 60-Open Jr. and Int; 125-Open Pro; Old Timers. 100% Pro pb. Gate opens 8 am, prac 8:30-9:30, race 10. Entry AMA $8, plus adm., Pro $12 plus adm. Admission $3, $2 kids. Clarks Branch Cycle Club. Info 503/673-1671

CMC CALIFORNIA SERIES MX
Sprocketts Park, Bakersfield, CA. Hwy 99 to Bkfld. Hwy 58 east to Mt. Vernon, north 4 miles, then follow signs. All classes. 33% trophy to sptsm, 125% Pro pb. Sponsor giveaways for event and overall position per event. Gate opens 6 am, prac 7-8-15. Race 8:30. Entry $15, $20 Pro. Sponsored by Dr. Pepper and Answer Prod. Part of San Joaquin Valley Series. Info Rick or Laura 805/834-0284.

CMC CALIFORNIA MX
Santa Maria, CA. Hwy 101 at the North Broadway exit. All classes, includ. ATV. 30% sptsm. trophy, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Gate fee weekdays $2, wknds $4, raceday $5. Closed Mon and Tues. Entry $12, $20 Pro. Info Sharon Lingerfelt 805/925-0055.

CMC SAND HILL MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd., north 17 miles to corner of Camino Diablo & Vasco. Turn right. All classes, 30% sptmn trophy, 100% Pro pb. Gate 6:30, prac 8:30, race 9 am. Entry $15, Pros $20 & $5. Spect. $5. Info Tom Anderson 415/634-3328 or 634-6596.

May 17

CALIFORNIA TOUR
A tour of the Carnegie State Vehicular Recreation Area and the Frank Raines Off-Highway Vehicle Facility will be conducted. Info 916/322-9619.

May 18

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126 All classes includ. ATC and Ody. 30% trophs, $15 pb to Pros. Gate opens 5 pm, prac 7, race 8. Entry $13, $20 Pros. Memb. reqd. ($20). Info 818/881-5778 (Shirley Shore).

CALIFORNIA MEETING
The Off-Highway Motor Vehicle Recreation Commission meeting will be held in the City Council Chambers, City Hall, 801 North 1st St., San Jose, CA. Beginning at 8 am. Info 916/322-9619.

May 19

CALIFORNIA VINTAGE MX
Saddleback Park, Orange, CA. Classes: Nov, Int, Exp. 1st annual Saddleback MX California State Championships. Vintage MX races are for any brand 1976 or older. Get your CZs ready. Info SMX office 714/831-3482.

IDAHO SHORT TRACK
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

NMA ARIZONA QUALIFIER
Firebird Int'l Raceway, Chandler, AZ. I-10 to Maricopa Rd. All classes. 33% trophs, 100% Ex. pb. Gate opens 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

May 19-20

TEXAS SCHOOL AND ROAD RACE
Oak Hill Raceway, Henderson, TX. Go east of Henderson on Texas Rt. 43 approx. 3 miles to gas station, go north 2 miles to track. Classes: Prod, Superbike, GP and Vintage. Prac 9 am, race 12 noon. Central road Racesr Club. WERA sanctioned. Riders' shcool on Sat., Regional Sprint on Sun. Info 803/784-3105 or 713/342-1902.

AMA PRO-AM ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. Hwys 37 and 121. Classes: Superbike, Formula 2, Amateur classes. For ticket info 707/938-8448.

May 20

3RD ANNUAL RACECRAFTERS ROCK STORE RUN
Start at Racecrafters, 16304 Hawthorne Blvd., Lawndale, CA. Free T-shirt and door prizes. This is a customer appreciation fun run. Sign-up 8-8:45 am, run starts 9. No entry fee. Info 213/370-5553 (Gary Smith).

DINOSAUR TT SCRAMBLES
Perris Raceway, Perris, CA. 91 Frwy to 15 Elsinore. South 20 miles to Hwy 74, left 8 miles to Ellis, left to Burton. All classes. Four strokes only. Sign-in 7 am, prac 8, race 9. No memb. reqd. Long track. Silencers reqd. 3 class C-style number plates reqd. Entry $14. Dirt Diggers M/C, AMA sanctioned. Info 714/895-2030.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to first stoplight. Past stoplight 1 mile track on rt. side of Ave. T. All classes, includ. ATC and Ody. 30% troph, 15% pb to Pros. Free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13, $20 Pro. Memb. reqd. Info Shirley Short 818/881-5778.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysvile, CA. Park entrance at 1st and F Street (south end of town). All classes. Prac 7:30 am, race 9. No pit bikes, parts in pits, concessions, CMC or AMA card accepted. Entry $15, $20 Pro, $10 ATV, $4 watch. Info 916/695-2727.

CMC CALIFORNIA SERIES MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 to Huron turn-off, then follow signs to park. All classes. 33% sptsmn troph, 125% Pro pb. Plus sponsor give-aways to winners. Pro pts. fund. Open pits. O/N camping OK. Pts for O/A position per event. Gates open 6 am, sign-up 6:15-8, prac 7-8:15, race 8:30. Entry $15, $20 Pro. Race two of San Joaquin Valley Series. Info Rick or Laura 805/834-0284.

OKLAHOMA CROSS COUNTRY
Verdon, OK. Follow signs to Lake Chickasha dam. All classes, includ. ladies and Over 45. 50 mile CC race, OCCRA-sanctioned, 13 race series, OCCRA memb. Available at track. Gate opens 8 am, prac 9:30, race 11:30. Entry $10 Mini and Ladies, $15 others. Okie Dirt Riders/OCCRA. Info Kevin Baker 405/632-7431.

CRC CALIFORNIA ENDURO
Pucker Bush Family Enduro. Lucerne Valley, CA. 3 loops, 20% trophies and finisher pins. CRC pts. 8 am start. Entry $20, post $23. Non-CRC memb. add $5. Special Beg., class $15, post $18. Info 714/689-6114.

WIDOWMAKER HILLCLIMB
Salt Lake City, UT. Classes: Exp., Sptsmn, 3-wheel. 0-175cc and 750-Open Exhibition. Also, Widowmaker shootout; all past winners go for $1000 winner-take-all. $20,000 total purse for weekend. Applications: Bees M/C, P.O. Box 130, West Jordan, UT. 84084. Info Jack Carlton 801/943-5303 or 255-8946.

CRC DUNESTOWN CLASSIC GP
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. $1000 Pro purse, plus contin. for Pro and Sptsmn. Last race of CRC Dunestown race series. Entry $20 by mail, $25 post. Info 213/830-7519.

AME CALIFORNIA MOTOCROSS
Santa Maria, CA. Hwy 101 at North Broadway exit. All classes includ. ATV. 30% sptsmn troph, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Entry $12, $20 Pro. Gate fee $2 weekdays, $4 wknds, $5 raceday. Closed Mon and Tues. Info 805/925-0055 Sharon Lingerfelt.

OREGON TIMBER MOUNTAIN 1-DAY
W. from Medford, OR thru Jacksonville on Hwy 238 to Jackson Creek Rd., follow signs. All classes. Gold, silver, bronze medals to finishers within hour. Silencers and spark arrestors reqd. A and B schedules. No lights reqd, speedo not needed. Pre-entry close May 8. All bikes must be sound tested and impounded by 7 am, May 20. First bikes out 8 am. Entry $17 pre, $23 post. MRA/OMRA sponsored. OMRA X-country and ISDE pts. Info 503/773-3134 Mike Richie.

SUNRISE D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto CA. 2 miles north of town on Hwy 395. All classes, 50% mini/Vet trophy, 50% cash to Vet. Ex. AMA D-37 pts. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

DUAL PURPOSE POKER RUN
Start and finish at Accessories Unlimited on Bouquet Canyon Rd., Saugus, CA. Classes: Buddy-up, high and low award, most trick bike, best dressed couple. Street and dual purpose bike welcome, no memb. reqd., spark arrestors reqd. Start 6:30 am to 8:30. Entry $8 mail, $10 post, $1 D-37. Trail Riders Club, AMA/D-37 Dual Purpose points. Info 714/673-6816 (Terry) or 805/255-6522.

WASHINGTON MOTOCROSS
Horn Rapids ORV Park, Richland, WA. 3 miles north of Richland on Hwy 240. Turn rt on Gross Cup Rd. All classes, 30% amateur troph, 100% Pro pb. Gate opens 7:30 am, prac 9, race 10. Race moved from Southfork, WA. Entry $12 ama, $25 Pro. Trailhead Promotions. Info Pat McCafferty 509/248-1472 or 248-9113 (eves).

R.A.T.S MOTORCYCLE SCHOOL
Willow Springs Intn'l Raceway, Rosamond, CA. Rider Advanced Training School, exclusively for BMW riders. Must have BMW in good cond. for use at school. Must be 18 yrs old and have proper saftey equip. School cost is $155, lasts one day, 7:30 am to 5 pm. Lunch will be served at track. Info Reggie 805/648-2895.

CALIFORNIA FLAT TRACK DOUBLEHEADER
Lodi Cycle Bowl, Lodi, CA. Morse Rd., between Armstrong and 8 Mile Rd. All classes, 80-500cc. Prac 9-10:30 for ST, race 11. TT sign-up till 12:30, prac after ST, race approx. 1:30. Entry $10, $13 Semi-Pro, $4 watch, $6 pit pass. AMA/D-36 sanctioned. No rider insurance. Info 209/368-7182 or 931-3722.

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

BRA SOUTH DAKOTA MOTOCROSS
Yankton, SD. All classes includ. ATC. Pro pb and pts fund, 33% trophs. Round 4 of South Dakota Gran Prix Series. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/ 565-2406 (Les), 619/448-7885 (Margie).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. All classes. 30% trophs. Gates open 7 a.m., prac. 8, race 9:30. Entry $13, $20 Pro with $15 to p.b. $20 memb. req'd. Free O/N parking. Info 818/881-5778.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

IDAHO OMC MOTOCROSS
OMC Raceway, Boise, ID. On Cartwright Rd. off Bogus Basin Rd. at sign. All classes. 90% Pro pb, 33% trophs. Sign-up 8-9:30 am, riders mtg. 9:20, prac 9:30, race 10. Entry $10, $15 Pro. Info 208/286-7406 or 377-0409.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

May 22-28

COLORADO ANTIQUE SHOW
Colorado State Fairgrounds, Pueblo, CO. Beulah Ave. at Sumit Ave. Dailey tours, reliability run, poker run, shows, demonstrations, flea market, swap meet, continuous entertainment, concessions, tour pins, prizes, many special awards. 7 days of events. Info 303/634-1848 or 635-0138. Motorcycling Americas.

May 25

CRC NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, 30% troph, cash to Pros. Sign-up 6 pm, prac 7, race 8. Memb. reqd. Friday night races have ½ of Supday pts. Entry $12, $15 Pros. Info 213/830-7519.

May 26

WASHINGTON SHORT TRACK
Rainier, WA. 15 miles S.E. of Olympia, WA off Hwy 507. Full youth and amateur program; 50cc to Open, A & B classes. 33% trophies, AMA/D-37 pts. No rain, no knobs. Silencers reqd. race rain or shine. Gate opens 6 pm, prac 7:15, race 8. Entry $5 per class. Rainier Sportsman Club M/C. Info Mike or Marilyn 206/264-4619.

NMA ARIZONA QUALIFIER
Canyon Raceway, Phoenix, AZ. 1½ mile west of 99th and Carefree Hwy. All classes. 33% trophs, 100% Ep. pb. Gates 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis exit, track on south side of Interstate. All classes includ. ATC. Pro pb, pts fund, 33% trophs. Fifth race of South Dakota Gran Prix Series. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

May 27

BRA SOUTH DAKOTA MOTOCROSS
Rapid City, SD. Highway 79 Motocross Track. 2 miles south of city on Hwy 79. All classes includ. ATC. Pro pb, pts fund, 33% trophs. Round 6 of South Dakota Gran Prix Series. Prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

AME CALIFORNIA MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 30% trophs. Gates 7 am, prac 8, race 9. Entry $13, $20 Pro ($15 pb). $20 memb. reqd. Info 818/881-5778.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes 33% troph., 100% Pro pb. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4789 (John).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. all classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 91335. Info 213/881-5778.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., prac 8:15, Nov. race 9. Int/Ex. race noon. Entry $5 at gate, for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

Motorcycle Driver's License Discount Night at Speedway!
Friday Night, May 11th
Orange County Fairgrounds — Costa Mesa, CA

Bring your Class 4 motorcycle driver's license to the ticket window and receive $1.00 off the regular admission price!

The regular motorcycle speedway racing program gets underway at 8 p.m.

FREE Secured Motorcycle Parking courtesy of Kawasaki

Enter the "Pick A Cagiva" Cycle News Sweepstakes motorcycle give-away at the races!

- motorcycle give-away contest
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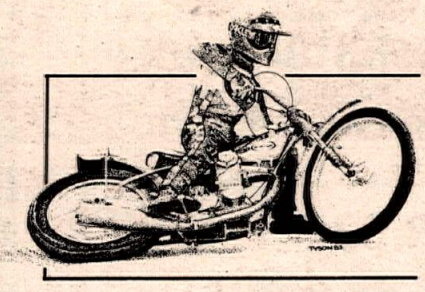
- speedway racing
- BE THERE!



For more info contact International Speedway (714) 492-9933
Discount good May 11th only!

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MAY 20
L.A. CO. RACEWAY
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practice 8 a.m.
race 9 a.m.
SILENCERS REQUIRED!
3 CLASS C STYLE # PLATES
AMA SANCTIONED
INFO: (714) 895-2030

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Practice Sat. ● Race Sun.
No Membership Req'd
10 times around a 20 mile loop
SUN. MAY 13th
Location: Plaster City ● West Pits
INFO: (619) 427-5759

CRC RACE SCHEDULE Budweiser
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Saddleback Park
May 20 — DUNESTOWN G.P.
Indian Dunes
FRI. NIGHT MX OPENER
May 11 — Indian Dunes
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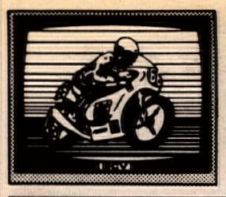
AFM
Road Race Schedule
June 9/10 — Sears Point
July 1 — Sears Point
July 8 — Riverside (Six Hour Endurance Race)
12547 Yosemite
Cerritos, CA 90701 (213) 865-1523



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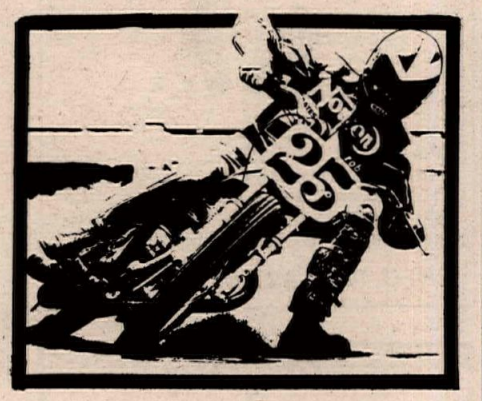

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Phone Order Desk (619) 442-9723

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

CMC CALIFORNIA MOTOCROSS
Santa Maria, CA. Hwy 101 at North Broadway exit. All classes, 30% Sptsmn troph, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Gate fees $2 weekdays, $4 wkends, $5 race day. Closed Mon and Tues. Entry $12, $20 Pro. Info Sharon Lingerfelt 805/925-0055.

NDMA NORTH DAKOTA MX
Bottineau, ND. All classes, 200% Pro pb. Races start 1 pm. Entry $10 Pro, $7.50-A; $5-B. North Dakota Motorcycle Assn. Info 701/227-1135 (Jim Peters).

CALIFORNIA HARE AND HOUND
Camp Rock Road, Anderson Dry Lake. Limed from Y Cafe - Lucerne Valley, CA. All classes, includ. 3-wheel. 10% trophy. 9 am start. Two, 35-mile loops; ATV, Beg, Women, Nov - 1 loop. Rescue 3 coverage. AMA/D-37 pts. Entry $16. Master Links M.C. 16th Annual Virgin Run. Info Al Benson 714/995-1253.

AME CALIFRONIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes includ. ATV. 30% trophy, $15 Pro pb. Gate opens 7 am, prac 8, race 9. Entry $13 ama, $20 Pros. Memb. reqd. Info Shirley Shore 818/881-5778.

ADRA DESERT ENDURO
Camp Wood, AZ. Near Prescott. All classes, 10 am start. Entry $26 for Mini, OTHG, Dinosaur, 100cc trail-bikes; $31 for Ama, Nov, Beg, Srs; $37 all others. Info Phil Avernheimer 602/252-1900.

CMC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. All classes, 33% Mini/Vet trophy 50% cash to Vet, Exp. CMC pts. Free O/N parking. Gate 7:30 am, race 9:30. Info 619/245-7339.

AMA/D-37 CALIFORNIA MOTOCROSS
Prairie City OHV Park, Sacramento, CA. All D-36 classes. 100% Pro pb. Large trophs for sptsmn. Gate opens 7 am, prac 7:45, race 9. Entry $15 sptsmn, $20 Pro, $5 spect. Demello MX Promotions. Info Vasco Demello. 916/988-5011.

June 1

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. I-215E to Orange Show Rd. Exit. 1000s of parts, access. and bikes. Area for use: 10x10 space $20, 10x15 and prime space $30. Bikes for sale, $10 each. Move in 1-4 pm. Show open to public 6 to 10pm. Info 714/495-4545 (24 hrs) or 495-0515.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. 30% troph, $15 pb. Gates open 5 pm, prac 7, race 8. Entry $14, $20 Pros. Budweiser Summer Series. Info Shirley Shore 818/881-5778.

ROAD RUNS

May 12-13

IDAHO ANTIQUE AND CLASSIC RALLY
Caldwell, ID. Everyone is invited. All bikes or parts must be 10 years old or more, or no longer produced. Swap-meet on Sun, many other events. Info 208/459-8786 or 362-0319 (Dick or Lynn).

May 12

H.O.G. PRE-RACE RECEPTION
Queensway Bay Hilton, 700 Queensway Dr., Long Beach, CA. Adjacent to Queen Mary. 3-5 pm, Saturday. Meet Vaughn Beals and Miss Harley-Davidson. Harley Owners Group. Info 414/342-4680.

May 13

H.O.G. FIELD MEET AND RACE
Devil's Bowl Speedway, I-20 east at Lawson Rd. exit. Dallas, TX. Field meet 10 am, ½ mile dirt track race 1 pm. Harley Owners Group. Info 414/342-4680.

May 19-20

SECRET DESTINATION TOUR
12th annual Secret Destination Tour, 1000 entries provided for. Hutchins Motor Sports, 55405 29 Palms Hwy, Yucca Valley, CA. Medals for long distance traveler, largest club, oldest M/C completing the tour. Entry: $10, $12 after 8pm on 5/18. Hutchins Motor Sports and U.S. Motorcycle Tours. Info: Chris Hutchins 619/365-6311.

June 2-3

AMA/D-37 SANCTIONED TOUR
Honda of Pasadena, 2480 E. Foothill Blvd., Pasadena, CA. Special tour pins for AMA members, finishers pins for all. Sign in Fri (6/1) Midnight to 6am Sat. Entry: $11 by mail, $12 post. Pasadena Motorcycle Club. Info: Art 213/681-5317, Dave 818/768-5373, Frank 714/596-5120, or Ron 818/914-3738.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Texas Safari
Clifton, Texas
April 15, 1984

PRO
Mitch Milson
Dean Lane
Randall Tarter
Marty Layland
Frank Shacklee
OPEN EX
Darrell Hollingshead
Kelly George
Brandt Lucicie
Jimmy Jacobson
Kirk Howeth
250 EX
Steve Reavis
Larry Dodson
D.L. Wood
Mike Bruce
Casey Baufield
200 EX
Ray Grippin
Tod Myers
David Price
Eddie Burdett
Joe Smith
125 EX
Glen Boyett
Bobby Thomason
Vic Isom
Rance Walker
Matt Trimmer
OVER 30
Billy Smith
Mark Moore
Eddie Gillis
Tommy Weeks
Rick Hillhouse
OVER 38
John Paynter
Bill Fleming
Dusty Tower
Rick Denny
Brooks Blair
OPEN AM
Doug Hall
James Blanton
Tony Hyde
David Stroup
Mike Majors
250 AM
David Campbell
John McAlpin
Dennis McCoy
Gage Hopkins
Tom Haynes
200 AM
Tracy Anders
Mitch Bina
David Connell
Gary Rogers
Randell Cox
125 AM
R. Shumaker
Tommy Huff
Barry Callaway
James Venator
Gary Manuel
OVER 30
Nick Norman
Marko Majka
George Cook
Randy Weeks
Timothy Hunt
OVER 38
Walt Estes
Garland Jeter
Robert Barton
David Burnap
Richard Myers
OVER 30
Scott Roberts
Bill Fischer
M.L. Woods
Craig Hoernke
Don Ehmke
250 INT
Greg Edgarton
Dale McEuen
Brian Hunt
Steve Gillis
Eddie Duncan
MINI AM
Brook Matthews
Jeff Woods
Brian Fisher
Doug Shirley
Grady Caywood
MINI EX
Chip Munn
Brian Hensley
Charlie Miller
Randal Manuel
Kelly Ehmke
LADIES OPEN
DeeAnn Wood
Kathy Boddy
Pat Milliken
Debbie Lewis
Paula Welborne

Overall Results
Flying W's Spring Motocross Series

OPEN EX
El McElroy
250 EX
Robbie Hadlock
125 EX
Robbie Hadlock
80 EX
Chad Kay
OPEN JR
Mike Curtis
250 JR
Steve Cooper
125 JR
Cory Barton
80 JR
Aaron Johnson
OPEN NOV
Rex Hibdon
250 NOV
Tom Alexander
125 NOV
Bret Irvine
80 NOV
Jerry Thompson
60 NOV
Todd McMaster
VET EX
Dave Ohl
VET JR
Arthur Scott
VET NOV
Bob Edwards
OT EX
Roger Kevhey
OT JR
Kent Winschell
OT NOV
Bob DelCarlo

1984 National Enduro Results after 2 events As of 4/4/84

Kevin Hines	Hus
Terry Cunningham	Hus
Davis Bertram	Hus
Drew Smith	Hon
Fritz Kadlec	Hus
Mike Melton	Hus
Jeff Fredette	Kaw
Geoff Ballard	C-A
William D. Bell	Yam
John Martin	C-A
Gary Johnston	Hus
Matt Cullins	KTM
Tom Webb	KTM
Jeff Irwin	Hus
Ron Ribolzi	Hus

8th Annual Las Vegas 400 Team Race
Las Vegas, NV
April 7, 1984

OVERALL	
Dan Smith/ Dan Ashcraft	9:11:13
Scott Harden/ Kent Miller	9:37:01
Kevin Steele/ Sean Steele	9:45:50
Chuck Pettigrew/ Lonnie Lawrence	9:57:28
Scott Morris/ Jeff Phillips	10:03:15
Darin Cartwright/ Tom Mattox	10:03:22
Pete Sheeham/ Jim Thompson	10:05:33
Brad Strong/ Shawn Gerber	10:13:53
Ron Purvines/ Hans Christensen	10:17:06
Garth Sweetland/ Mark Hildebrand	10:20:43
Paul Kline/ David Hoesch	10:22:48
Chuck Rush/ Richard Shaw	10:22:51
Glenn Wischmeyer/ Ty Bothwell	10:25:21
Kurt Pfeiffer/ Larry Roeseler	10:26:13
Mark Mitchell/ Sam Rames	10:31:52
Brett Howell/ Dave Chase	10:38:13
Dave Miller/ Richard Jackson	10:43:55
Daryl Folks/ Scott Godfrey	10:46:45
Scott Pfeiffer/ Kent Pfeiffer	10:52:57
Barry Frehner/ Mark Milford	11:00:03

SRAC Grand Prix Motocross
Pueblo Motorsport Park
Pueblo, CO
Apr. 14 & 15, 1984

OPEN PRO
Mike Knupp
Terry Kyle
Dave Newell
250 PRO
Albert Firestine
Boo Stichter
Terry Kyle
125 PRO
Stacy Cook
Boo Stichter
Kevin McKnight
VET EX
Daniel Greenwood
Richard Dostal
Vic Barlish
OPEN AM
Rick Doud
Michael Jones
Mike Surratt
250 AM
Fritz Kadlec
Kevin Fraser
Jim Mason
125 AM
Kip Sandell
Rob Abbock
Garry Hagins
VET AM
Byron Wolf
Bart Kellogg
Ray Webb
OPEN NOV
Robert Cotts
John Faiola
Bob Richard
250 NOV
Robert Moorehouse
Ray Edwards
Lyman Gréen III
125 NOV
Jim Anderson
Keith Cerjon
Jerry Mason
VET NOV
Gary Podoll
Graeme Perriton
Donald Doubleday
SR EX
Vic Barlish
Bart Kellogg
Ray Webb
SR NOV
Jim Long
Edgar Perriton
David Rockwell
WOMEN
Sandy Frydendall
MINI EX
Derek Brown
Jay Martin
Brent McCoy
MIN AM
Scott Ellibee
Juston Carver
Tony Cristelli
MINI NOV 1
Al Strope
Cory Perriton
Gene Bashline
MINI NOV II
Jason Clark
Shawn Ward
Kenny Carson
PEE WEE NOV
Robbie Mason
Jake Davis
Brian Diehl

Lefors Supertrack
Lefors, Texas
April 22, 1984

TEENY MINI	
Keith Franks	Yam
Tony Wilson	Yam
MINI MINI	
Chad Hubbard	Kaw
Shane Alexander	Kaw
Dustin Miller	Hon
80 JR	
Shannon Horn	Kaw
Tate Rowland	Yam
Chad Hubbard	Kaw
80 SR	
Curt Bellows	Yam
Jimmy Hannon	Kaw
Brad Braddock	Kaw
125 NOV	
Greg Alexander	Yam
Gary Ivey	KTM
Matt Harrington	Kaw

TROPHY PICKUP

Bill McInis-Viewfinders M.C. May 18 at Howard Johnsons in Monrovia off 210 Fwy. Season presentations-doors open 7pm, presentations start 7:30pm. Trophy Girl courtesy of Malcolm Smith. (213) 256-8578.

Desert Vipers M/C, Adelanto GP Trophy Pickup at the next Dist. 37 Desert Races. W. Rapp (714) 772-7653. (118/20)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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NORM TRAPTAN
1st Super Sr. (Jr.) 495 MXC
BRAD HINSON
1st 250 (Nv.) 250 MXC
JACK BARNUM
1st Senior (Nv.) 600 MXC
BOB YOUNG
1st Super Sr. (Nv.) 250 MXC
MATT CULLINS
1st 125 (Exp.) 125 MX
BRUCE MacARTHUR
2nd 4-Stroke (Exp.) 504 MXC
JESSIE GOLDBERG
2nd Super Sr. (Exp.) 495 MXC
BOB SANGALLI
2nd Super Sr. (Jr.) 250 MXC
KEN RAMSEY
5th O/A, 5th Open (Exp.) 495 MXC

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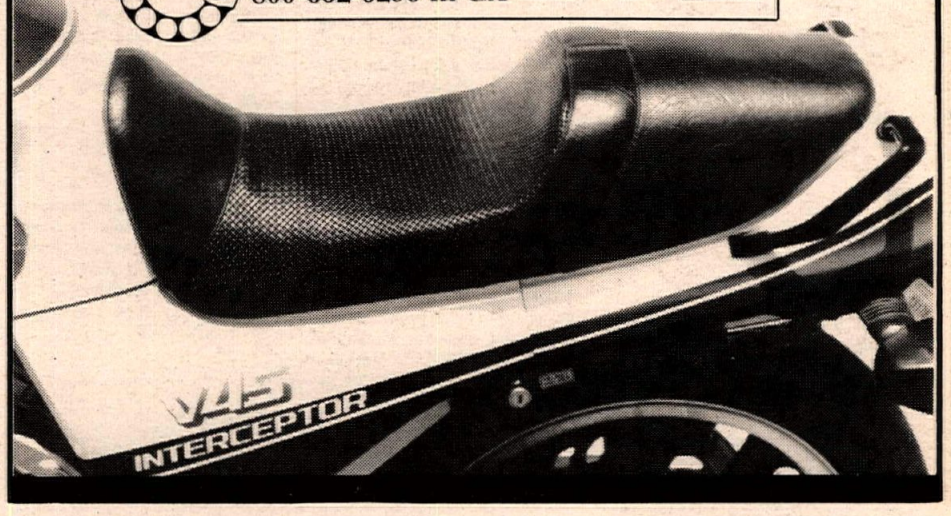

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Santa Paula, CA 93060
(805) 525-3364
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BENNETT'S LECTRON FUEL SYSTEMS. — Carburetors for most applications. Custom exhaust work. Class C Engine bldg. Hondas only 500 or 600 single cylinder only. Dyno service. 1922 N.W. Grant, Hillsboro, OR 97123. (503) 640-3079.

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BELL HELMETS — Know about their factory Customer Service Dept? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or (714) 522-8292.

Insurance

CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (213) 637-0751. P.O. Box 3878, Anaheim, CA 92803.

Marketing Services

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PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. Call for the name of your nearest dealer. (213) 830-4678.

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OFF ROAD RENTALS INC. — M/C-Dirt, Street, ATC70-250, Odys, Tri-Moto 60-225DX, Suz., jet skies. Fork/axle/frame strghtng. Parts/acc. Call Los Alamitos, CA (213) 594-8901, (714) 891-9388 or Orange, CA (714) 771-7390, or Azusa, CA (213) 334-1234.

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JEB's 'spoiler' helmets, Speedmode leather suits/jackets, Ray padded boots, Jollisport studded palm gloves, replica T-shirts/stickers/posters. Retail catalog $1, dealers welcome. Quadrifoglio, 5745 N. 11 St., Phoenix, AZ 85014 (602) 265-5846.

BATES LEATHERS! All of our quality leathers are waiting for you at the bigger-than ever Bates Leather Shop For Street, MX, Competition, everything. Plus gloves, riding belts, sweaters. Shop with the Pros, be fitted by Pros. Over 30 colors. Alterations, number changes, cleaning & repairs too. All accessories also on display! Open M-F 8-4:30, on selected Saturdays and by appt. 660 W. 16th St., Long Beach, CA. (213) 435-6551. Nr. LB Fwy. & Pacific Coast Hwy.

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SCOTT'S — Complete fork & shock service on all single & duel shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at $40.00. 2627 Honolulu Ave., Montrose, CA 91020. (213) 248-6747.

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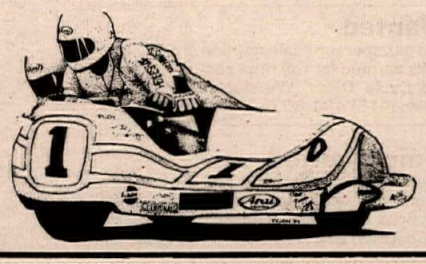

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Is looking for a technically oriented sales rep to work at our Costa Mesa, CA. office. We sell High Performance M/C parts so knowledge in this area is essential. Call Whitney at (714) 642-2040. (217/18NW)

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Kawasaki Experience with own hand tools required. Ask for Len at NEWHALL KAWASAKI. (805) 254-2111. (217/18)

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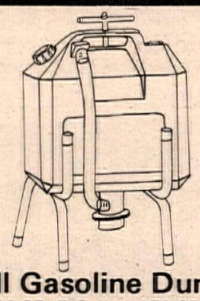

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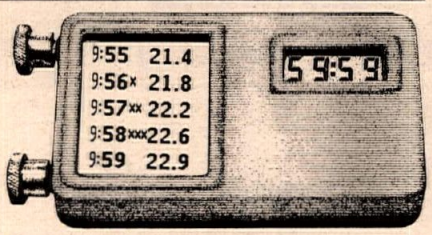

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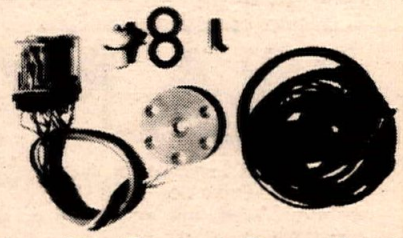

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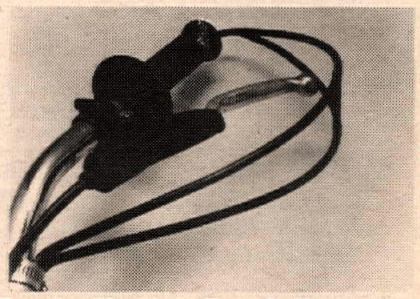

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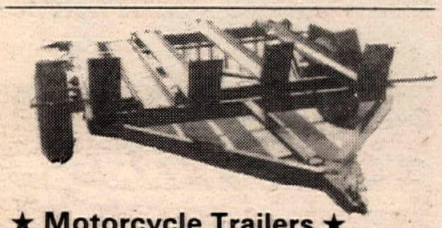

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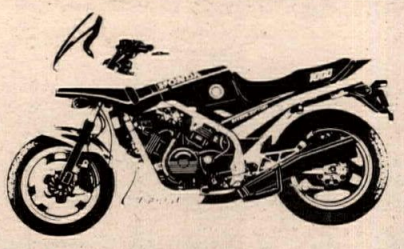

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Intercept a few speed limits on our 1000 Interceptors, or, Savor the Sabres 121 horsepower. New 1983 750 Magnas in stock. Rimrock Honda Harley Davidson, Billings, Montana. (406) 652-2925. (217/24/NWX)

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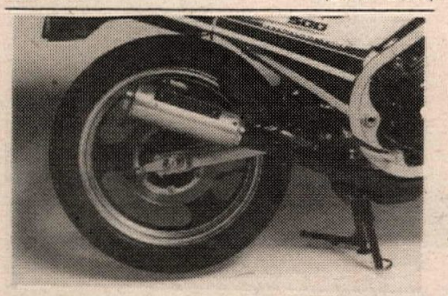

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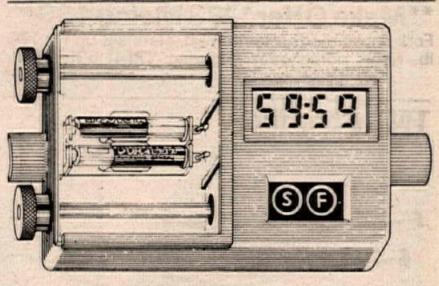

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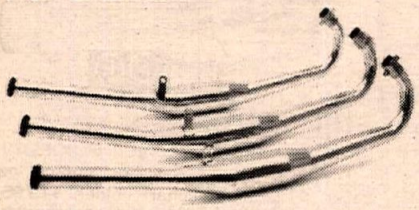

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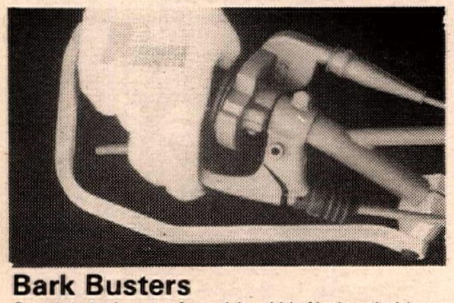

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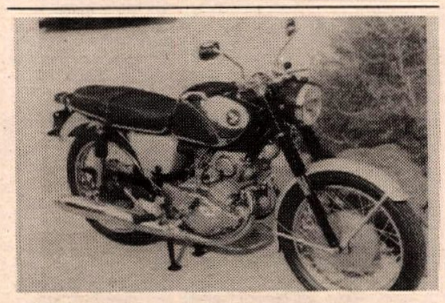

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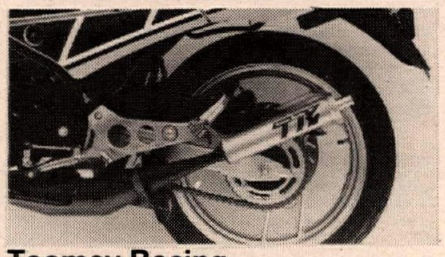

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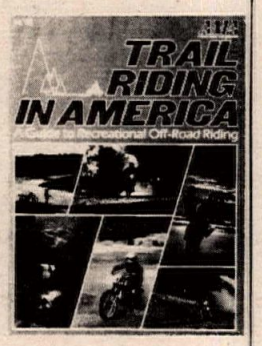

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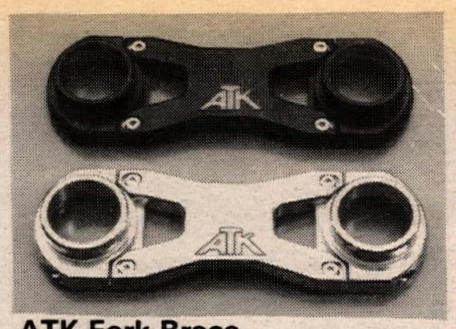

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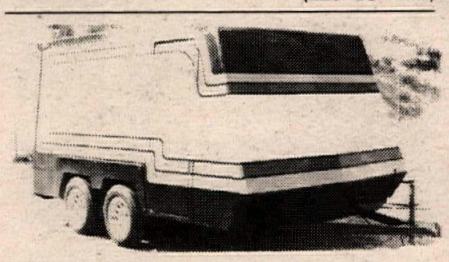

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Knight Yamaha 500

All set up for racing. Fresh motor, Dellorto Carb, Grimeca Brake, the best of everything. Very, very fast, $200/OBO. (415) 790-3761 or (415) 791-8016. (115/18)

Dico Trailers

Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

Sale★Sale★Sale

New H-D 125, 175, and 250cc * Lightweight parts * Bridgestone 350cc, 5 speed with extra motor, $500. * Hard to find Matchless, BSA and Triumph parts * 1973 H-D XR750, 1974 H-D 250MX * RPM X1000 Motorcycle Dyno, Complete with cooling fans. A steal at $1200. * Call Mon.-Sat. (805) 325-4714 or (805) 323-3146. (215/20)

Motorcycle Mechanic Training

Our 1-year program features low tuition, financial aid, excellent facilities and job placement assistance. New sessions begin July 12 and October 3, 1984. Contact Southeast Community College, 8800 "O" St., Lincoln, NE 68520, (402) 471-3333. (213/35/NW)

★★1984 Pro-Cycle KTM's★★

See the new KTM's at So. Cal's #1 KTM dealer. Largest KTM parts inventory with daily UPS service. PRO-CYCLE KTM, 1265 Lincoln, Anahiem, CA 92805. (714) 772-8170. (245/TFN)

Guzzi Lemans

1978 850 LeMans, 7000 miles, $2,600 or trade for XR1000. Evenings, (414) 442-0920. (1/18NE)

1982 Yamaha TZ500

Reverse cylinder, European model. Bought new in 1983, only 150 miles on bike. Huge spares kit, many new parts. Must sell, $7,500 OBO. Ask for Kevin, (414) 251-0542. (3/18/19NE)

ATC 200M

'84 $1400/OBO. (213) 695-5486. (318/19)

'83 R&D RM250D

Suspension and engine set up by R&D Racing. Very fast and reliable, new plastics, sprockets, chain, bars etc., plus $500. worth of extras, including extra rear wheel. Must see, $1050. (805) 259-3534. (318/19)

Speedway Jawa DR500

Fresh engine, race ready, plus extras, $1500/OBO or trade. (714) 650-3349. (318/19)

'79 Rd 400 F '82 Vision

Must sell, moving to Europe, $1400. a piece OBO. Call Jay after 5pm. (415) 961-3359. (318/20)

$75000 Portfolio Available

Want motorhome, team van, box van, bus. Will offer up to double value of vehicle. Same on enclosed trailer. (714) 980-3212. (116/18)

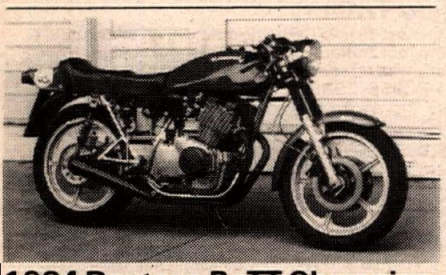
Honda Horsepower
CB900F Stage 3+ Racing Engine, 132 BHP on Ontario Moto Tech Dyno. Complete with carbs and exhaust. Details, see Motorcyclist, July 1982. Over $7000 invested, sacrifice $3000/OBO. Call WLT Racing, Larry or John. (213) 323-8314. (117/18NWX)

Honda CR 480R 1983
Has been ridden twice in the last six months, excellent condition. Situation forces sale. $1475. (714) 887-5915. (318)

1984 Honda VF 1000R
Low mileage, licensed. $10,500. (213) 530-6568. (318/19)

Bimota SB2 'Expresso Machine'
Built in Germany 12/79 by factory dealer using a brand new European 750 Suzuki engine. Many factory "one off" extras. This is a brand new "SB-2" that has just been imported. Used in Europe for show displays. California registered. Buy it and see life at 150 MPH. $6850. (415) 343-8917. (118)

1983 Pro Trac, excellent condition. Used three times. Workbench, awning, $2500/OBO. (408) 476-7566 or (408) 724-5298. (118/19)



1984 Daytona BoTT Champion
Laverda 500, 1978. Excellent condition, 6-spd., 10:1 pistons, coms, trick exhaust, new tires. Needs new rider (some road race experience preferred), $2295. Price includes factory parts book, owners manual, one case of Blendzall and Roger Slaters phone number. Call (503) 655-5391. (318/19)

Make Room In Your Garage
Sell me your '81 250 Maico (stocker preferred) and your 400 Falta Model CZ. (619) 393-3939 aft 5pm. (318)

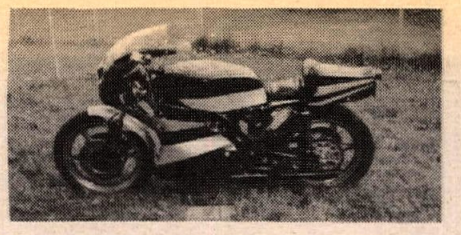
Wanted BSA & B-50
Trackmaster frame for B-50 BSA, or other custom type. Call Ted Ponton (408) 449-4756 after 5pm. (118)

TZ 250 F
Fresh G motor, includes spares, ready to run, $3000/OBO also Vanson Leathers, dark blue, good condition, $300/OBO. Call (303) 234-9716. (118/19)

'82 Husky WR430 like new, $1500. '82 Kawasaki KLT250 3-wheeler, excellent condition, $1300. Call (801) 245-4316. (118)

For Sale: Stock 1976 Triumph Bonneville, 750cc, excellent condition, 9,200 miles. $2500/OBO. (702) 285-4014. (118)

Russ Darnell MX School
June 11-15 Whitney, Texas, June 18-22 Tulsa, Oklahoma, August 13-17 Rio Bravo, Houston, Texas, August 20-24 Indian Dunes, August 27-31 Saddleback. Also available, Americross Tours 12 week MX training program. (714) 980-3212. (218/TFN)



'76 Kawasaki H2R Street Legal
Titled and licensed. Extremely rare, extremely fast, one of the last of its kind. Fresh Stolk H2 motor, can be made much faster. Professionally built Cromoly Factory Raod Racing Frame, tucked chambers, mag wheels, triple disc, Hela H-4 rectangular headlight. Quarters in the low 10's. Catch it if you can. $5000. Washington State. (206) 683-8686. (118)

Attn: Leaky Maico Owners
If your '83 or '84 counter shaft leaks you can now buy a seal kit to stop those puddles in your garage. $24. + COD. (408) 438-2289. (217/20NW)

HUSQVARNA 420 AXC-82, less than 10 hours of riding. Best offer, no less than $1500. (619) 421-3277. (518/19)

Tired of 2nd, 3rd??
Ride a rocket, '81 250 KTM, Fox's, CEET, New top end, $850/OBO. '79 YZ125, trick, fast, $475 OBO. (714) 527-6520 after 5pm. (714) 984-0306, ask for Bill. (118/19)

Pentons W/Sachs Engines
3 bikes plus 2 frames and misc. parts. Also 1 DKW W/Sachs, $100. all. (213) 391-3814. (118)

1982 YZ 250J Yamaha, $850. (213) 438-2478. (418)

1980 IT175, good condition, well maintained, call after 5:30pm. $550 firm. (714) 982-0806. (318)

Cagiva Bikes
Cagiva Motorcycles in stock, will ship anywhere in area, Winchester Marine, Rapid City, So. Dakota. (605) 341-3585 after 3pm. (118/19)

'83 Yamaha YZ 250 K
Maintained very well, $1100. (805) 589-3206. (118/19)

1981 RM465X
Excellent condition, must sell, $850/OBO. Reringed, ported, Boost Bottle, exhaust mods. New shock spring, folding levers, Gunner Gasser, new brakes, new front tire, YZ465 damper tubes, and extras. Call after 5pm (805) 497-3276. (118)

Must Sell
All three pieces, $10,995. or best — custom paint — air brushed eagles — lots of chrome — convertible top on car — 1982 Harley — low mileage. (818) 335-6827. (118/19)

British Bike-In And Show
The 3rd Annual British Rally, June 24th, Independence, Kansas. Trophies and prizes for most original, best overall, custom, competition, oldest, longest distance, and others. $5.00 entry fee includes rally pin. For more information, call (316) 331-3347, or write Ron Lewis, 1716 Highland Drive, Independence, Kansas 67301. This is a family event. (118/NWX)

Roadracers/Go-Carters Unite
If you like the sport, we need money! Oakhill Raceway in Henderson Texas needs resurfacing. We need $42,000. only $17,000. gathered so far. Please send tax deductable donations to: Oakhill Raceway Inc., c/o Tom Stafford at Honda South, 3525 M.D. Love Fwy, Dallas Texas 75224. (118)

Pro-Am Dirt Tracker
Champion frame, two motors, shell and Dandenburg Porting, Marzocchi forks, Grimeca brakes, Bills pipes, gears, fast with many spares, best offer. (916) 846-6300. (118/19)

XC250 Husqvarna 1982 ½, 2 hours on brand new bike, $1250. or trade for XR350R. (702) 673-3453 before 2pm. (118/19)

Yamaha Mechanic
*** Yamaha Covina *** Must have at least 2 years experience. Call Wes at (818(332-6240. (218/19)

'81 490 Maico
Excellent condition, many extras, $850. (714) 678-4358. (118)

1979 YZ250. Never raced, all original, ready for desert with extra desert tank. Bought new 1981, ridden so little has original piston rings. $600/OBO. (213) 278-5518 or (213) 706-2180, anytime. (118)

'80 KTM 420 $650
New Dunlop rear. Fresh rebuilt Ohlins. De-Handlers, extra parts bike (79) included. Very low hours. No races, desperate. Phone (619) 942-2936. (318)

1984 CR125 Like New $1495
New tires, new chain and sprockets, Boyesen, this is a fast one! Must sell. (805) 492-1655. (118/19)

2 '82 CR125's Take both $650
One great condition, one spare parts bike. Call Dave, days (213) 320-7090, eves (213) 545-8940. (118/19)

1983 Suzuki GS550, 430 miles, new, many extras, still under warranty. Work doesn't allow me time to ride. $2000/OBO. (213) 278-5518 or (213) 706-2180, anytime. (118)

'84 250 KTM
Excellent condition, hardly ridden, White Bros. Shock, White Bros. adjustable forks, Yamaha brakes, must sell, $1800. Days (213) 915-2114, eves (714) 685-6578. (118/19)

1977 KTM 250cc $325/OBO. 1975 Honda MR 175, $275/OBO. 1975 Yamaha MX 125, $275/OBO. Excellent condition, call after 6pm (213) 375-2356. (118)

Thriller
Michael Jackson could learn new moves with this little rock and roller. DC Pro style and function creates a super star mini moto crosser. Side panels $24.95, Scoop $14.95, Fork Guards $13.95, Superflow Plate $14.95, Fenders $15.95 available for most models in white, red, yellow, green and black. See your dealer or contact: DC PRO, P.O. Box 7191, Riverside, CA 92503. (714) 351-0633. Visa/MC accepted. (216/EOI/TFN)

MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. Recommended by Kerker. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry, FL 32707. (305) 695-2154. (228/NE/EOI/TFN)

1981 Yamaha YZ250, $900. 1980 Yamaha IT125, $650. Both perfect condition, OBO's (213) 834-5570. (118)

1984 Husqvarna XC500 $2200
Ridden 6x's, excellent condition. Also 1982 YZ 490cc, many extras, $850., 1980 Yamaha IT125 less than 100 miles, $650., 1978 YZ100, $350., 1977 Honda XR75, $325., 1979 Suzuki JR50, $200. 4-rail bike trailer, $300. Call evenings (805) 984-8085. (118)

1981 Suzuki PE175
Super clean, runs good, ridden as trail bike by girl, $600. Call after 6pm. (213) 450-2579. (118)

★R.A.T. Disposable Air Filters★
Now! Use a new filter element everytime easy! Mess-free! All current motocrossers. Polyurethane foam. Set of four, $12.95, plus shipping. R.A.T. Racing. (707) 887-7776. (118/20NWX)

'84 Suzuki RM 125
Used only two times, must sacrifice, $1350/OBO. (213) 352-5391. (318/19)

'83 Honda XR500
Original condition, low hours, trail ridden only, excellent shape, $1400. (707) 937-5296. (118/19)

'83 1100-F
Marzocchi, Russell, Vaiasco, Dunlop, service records, 12,000 miles, (red) $2750. Also '82 Katana 550, 4,000 miles, $1600. (818) 509-1772. (118/19)

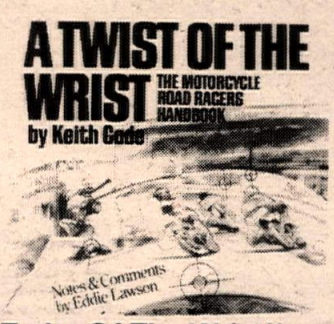
Want Hi Perf. Parts For Kaw
1000, Carbs, wheels, swingarm front end. (415) 968-9089. (118/20)

I will pay $20. for a cassette tape of the JR. Race at San Jose Mile, May 6, 1979. Al Summers, 6501 Walker, #6, Bell, CA 90201. (118)

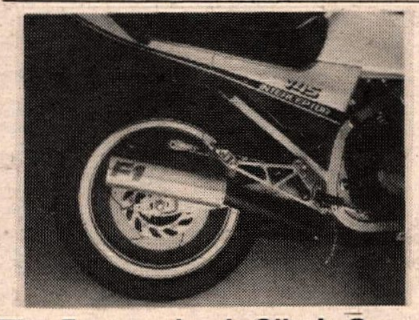
For Sale or Trade, short trackers, 1981 Suzuki 250RMX and 500DR, will trade for 16ft to 20ft enclosed trailer. (209) 862-2465. (118/20)

Speedway Bike $950
2-Valve Jawa, immaculate, excellent condition. (714) 848-3406. (318/19)

Bates Leathers
2-piece speedway, 5'8", 145 lbs. $150. (714) 960-2913. (318/19)



"A Twist Of the Wrist"
The MOTORCYCLE ROAD RACERS HANDBOOK. Crammed full of the successful techniques Keith Code uses to train riders like WAYNE RAINEY. Even EDDIE LAWSON agrees: "The things Keith goes over in his book are things I do all the time..." ACROBAT BOOKS, P.O. Box 480820, Dept. DC-2, Los Angeles, CA 90048. (213) 484-9323. Calif. residents; $17.50 (tax included). Other states; $16.50 (includes shipping and handling). Visa & MasterCard, include signature, card number and expiration date. (206;10;14;18/TFN/NW)



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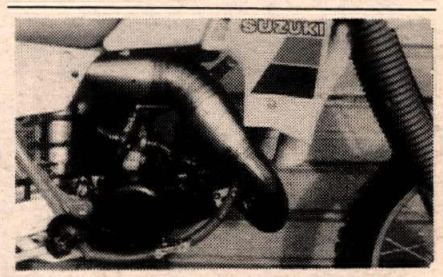
Improving your bike is a matter of simple addition with F1 Mufflers. These aluminum cannister mufflers weigh up to 45% less than standard pipes, and attached to your stock head pipes in just minutes giving your bike the look and sound of a real factory superbike. F1 Mufflers come with rebuildable silencer cores, and are available for all 500, 700, 750 and 1000 Interceptors, 750 and 1100 Sabres, Nighthawk S, GTz 550, 750 Turbo, Ninjas, 1100 and all GS's '83 and later. Order a pair today and give your competition the slip. Available from your local dealer or call (714) 779-5318, or send a check for $129. plus $5. for shipping to: F1, P.O. Box 756, Brea, CA 92621. We accept M/C and Visa. (214/EOI/NW)

Best Quality * All Sizes
If you can find a better battery for less, buy it! UPS daily, S&O SALES, PO Box 44, Westminster, MA 01473. (617) 632-6840. (214/EOI/TFN)



PSI's '84 RM125 "Hot Pipe"
This pipe really wakes up your dead mid range with a much wider, stronger power curve. It hits much sooner and harder for that rocket burst out of the corners and also pulls longer on top. A must for fast, consistent lap times! More ground clearance and laid back for that space-age look. PSI's 84 RM125 "HOT PIPE" and "POWER BOOST" porting is your first-class ticket to the winner's circle! Better hurry — same day UPS. Pipe $129; Porting $125. PSI, INC., 3613 S. Green Bay Rd., Racine, WI 53403. (414) 554-5192. (1/18NEX)

Husky's For Sale
1983 250XC, excellent condition, $1250; 1981 430CR 4 Gal. tank included, $750. (805) 965-2160. (118/19)

Bell Moto-4 Just $131.95
Metzler 450x18 $54.95, Oakley Goggles $17.95, Sun Jersey $17.95, Sun Pants $69.95, Sun Boots $124.95. Free Shipping! Catalog $1.00. Send check, money order to: Key Racing Supply, Box 240B, Pingree, Idaho 83262. (218X)

'81 Honda XL 500
Excellent condition, low miles $850. (714) 875-7819. (118/19)

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CAMEL LIGHTS
LOW TAR CAMEL TASTE
CAMEL FILTERS
SMOOTH TURKISH & DOMESTIC BLEND
Experience the Camel taste in Lights and Filters.
LIGHTS: 9 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method;
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